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Shrine to a Cockroach

Students were so saddened by the sight of a dead cockroach in a Texas A&M University stairwell that they made her an elaborate shrine before cremating the body. The roach, which they named Rosie, was left in the anthropology building for two weeks. Rosie was first placed on a starry blue and pink piece of paper, next to a pink tombstone. The tributes grew as students realized how much she'd meant to them.

Cigarettes, flowers, stones, notes, and coins were all placed next to her corpse in the following days. A poster reading "never forget" was also added, while a Post-It note said, "You were always there to say hello to me in the morning, Rosie! We will miss you."

Meanest Insults

A website called Brobible recently shared the 23 most rude insults ever that don't use profanity. Our favorite: "You're not pretty enough to be this stupid!"

Convict Visited by Two Wives

A Virginia man will be spending more time behind bars after his second and third wives showed up to visit him in jail at the same time. The inmate's visiting wives led investigators to discover that he hadn't divorced his second wife before he married his third wife. Authorities also say he married his second wife before his divorce from his first wife was finalized. He pleaded no contest to charges of bigamy and said that he didn't realize he was committing a felony.

Dumb Crooks

A man was arrested and charged with breaking into a home in Cape San Blas, located in the Florida panhandle.

A burglar alarm had notified police, who found the guy still in the house because he had accidentally locked himself in a room. And in Gloucester, England, a carjacker stole a Porsche and was in the process of telephoning friends to brag when he crashed, pinning himself inside until rescuers and police arrived.

Snickers Bar Attack

Police in New York City say that a man shoved a Snickers candy bar in the face of another man and then repeatedly punched him in an apparently random attack in the Times Square subway station.

Potty-Mouthed Parrot

A California bird rescue center said workers are trying to reprogram its newest resident, a potty-mouthed parrot with a profound profanity problem. Kayla, a Congo African grey parrot, says fun stuff like, "I gotta poop" and "Shut the f#*& up!"



Pot Head

Authorities in Virginia said a man busted for marijuana possession had called 911 "in a disoriented state" and requested delivery of rolling papers. Two officers were dispatched to his location and he was found sitting in a parked 2005 Chevrolet pick-up truck. The officers detected the odor of marijuana and "noticed the green leafy substance on his clothing, the dash board of his truck, the passenger seat, and in his right ear." He allegedly told officers he had thought he was calling a friend when he asked the 911 dispatcher to bring him papers.

Shit Bath

Villagers in Betul, India, celebrate on the day following Diwali—the huge festival of lights—by dipping their children into a pool of cow dung, which they view as so "pure" that it will help bring them a life free of ailments.

The cow is viewed as sacred by India's Hindus, and its dung and urine have long been thought to have medicinal qualities.

Moldy Boobs!

A Florida woman misdiagnosed with lupus, arthritis, and thyroid problems said that a doctor found the true cause of her illness: moldy breast implants! Her symptoms included weight gain, vision loss, and burning pain.

"I felt like that was it, I was gonna die, and the doctors were gonna let me die," the woman said in an interview. But it turns out that her saline breast implants, which she obtained in 1998 and are in silicone shells, were covered in mold. Doctors suggest that women with implants should get them replaced every eight to fifteen years for safety.



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SEEING DOUBLE

Dalton Walker's
Split Image '37 UL



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ST. LOUIS SHORTY

T.D. Ward's
"De-Raked" Chop



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Jeff Daniel's Smooth
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Vintage Harley Iron Finds
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THE LAST LOVE RIDE

An Era Has
Come To Its End



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LIGHTNING VOODOO

Tim Firstenberger's
1994 Harley-Davidson
Sportster



ON THE COVER:

Karin Noelle with Tim Firstenberger's
1994 Harley-Davidson Sportster shot
by Don Rogers. Cover imaging by
Smash Studio.

We love hearing from you! Please send
your questions or comments to the
editor at dnichols@easyriders.net.
Next month's issue goes on sale
March 22, 2016.



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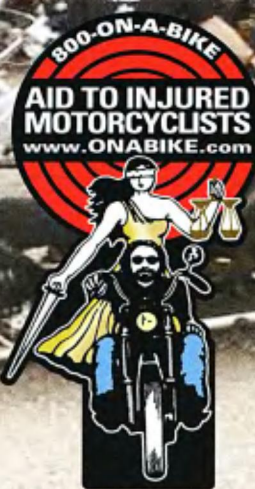


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A custom motorcycle is shown from a side-front perspective. The bike features a prominent springer front end with a large, round, chrome headlight. The fuel tank is decorated with a red and yellow scrollwork pattern. The engine is highly polished chrome, and the frame is also chrome. The bike is set against a black background.

The springer front end is made
from Model A wishbones,
so you can let go of the
handlebars and just enjoy it.

DALTON WALKER'S SPLIT IMAGE '37 UL **SEEING DOUBLE**

When not repairing industrial manufacturing equipment via his welding operations, Dalton Walker turns his attention to Split Image Kustoms (SIK), his Hanford, California, homegrown custom enterprise from which he produces one radical build per year. Every one of Dalton's bikes garners global attention for its design and fabrication. Case in point: the "split tank" 1937 flathead seen here that was nine months in the making.





cruise control," Dalton says. "The springer front end is made from Model A wishbones, so you can let go of the handlebars and just enjoy it."

Dalton ran a 15-inch bias-ply car tire on the rear after making the rims. "I was going for the 1940s look when they cut these bikes down for hill climbing with a bigger tire." He also machined the UL specific banjo fittings and bolts, brazing all the hard lines including the oil and gas lines.

As for paint, with the chromed frame and forks plus all the detailed metal work, Dalton brought the completely mocked up bike to Kal Concepts in Sacramento, the only paint going on the gas and oil tank and rear fender. About those trick Cushman scooter split gas tanks, "I told my painter that I was leaving it up to him, but wanted the early 1940s thing and mentioned the seat leather having rhinestones like the old kidney belts. He never called me, then two weeks later he had it all done with the red and scroll-work. I couldn't imagine it being any better." —Paul Garson

"A couple of years ago, the 1937 engine cases popped up and I bought 'em because they were first year for the UL," Dalton tells us. "For a long time I had this idea to do split tanks, where you could look down and see the frame."

He also wanted an asymmetrical frame where both sides didn't really match but eventually met up. The left side wraps around the generator, curves around the shortened primary, and rises back to the stock axle plates. "Once I set up the neck and axle plates, I just connected the dots, building the frame around the motor." The tranny is lifted an inch and moved closer to the engine. Dalton cut up and reformed the stock primary cover to his specs.

That motor is all 1937 and has a suicide lid tranny case and kicker cover as well as the oil tank, which Dalton sectioned. The flathead is till 74 inches and he ran two right flywheels for easier starting. "It runs real smooth and with a rod instead of a cable for the Linkert carb; it's almost like having





Owner: Dalton Walker
City: Hanford, California

GENERAL

Designer: Dalton Walker, Split Image Kustoms (SIK)
Year and make: 1937 Harley-Davidson
Model: UL
Fabrication: SIK
Assembly: SIK
Time: 6 months
Chroming: Moreno Polishing

ENGINE

Year and make: 1937 Harley-Davidson
Model: UL
Rebuilder: SIK
Displacement: 74 cu. in.
Cam: Harley-Davidson
Ignition: magneto single fire
Pistons: Harley-Davidson
Lower end: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Linkert, Eider bowl
Air cleaner: SIK
Pipes: SIK

TRANSMISSION

Year and make: 1937 Harley-Davidson
Shifting: 4-speed

PAINT

Painter: Kal Concepts
Type/color: House of Kolor/Brandywine

FRAME

Year and builder: 2014 SIK
Type: Split back rigid
Rake: 1:1

ACCESSORIES

Bars: SIK
Handlebar controls: SIK
Fenders: SIK
Headlight: Unity
Taillight: Unity
Electrics: SIK
Gas tank: SIK
Oil tank: SIK
Oil system: SIK, Harley-Davidson
Seat: Schwacks, Paul Stanley
Pegs: SIK
Grips: SIK

FORKS

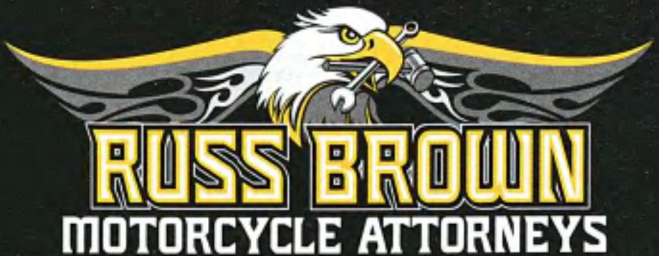
Type: springer
Extension: 2 inches over
Builder: SIK

WHEELS

Size: 21-inch front, 15-inch rear
Wheels: SIK
Tires: Avon front, car tire rear
Brake: Harley-Davidson rear

Photos: Michael Lichter
Contact: Split Image Kustoms
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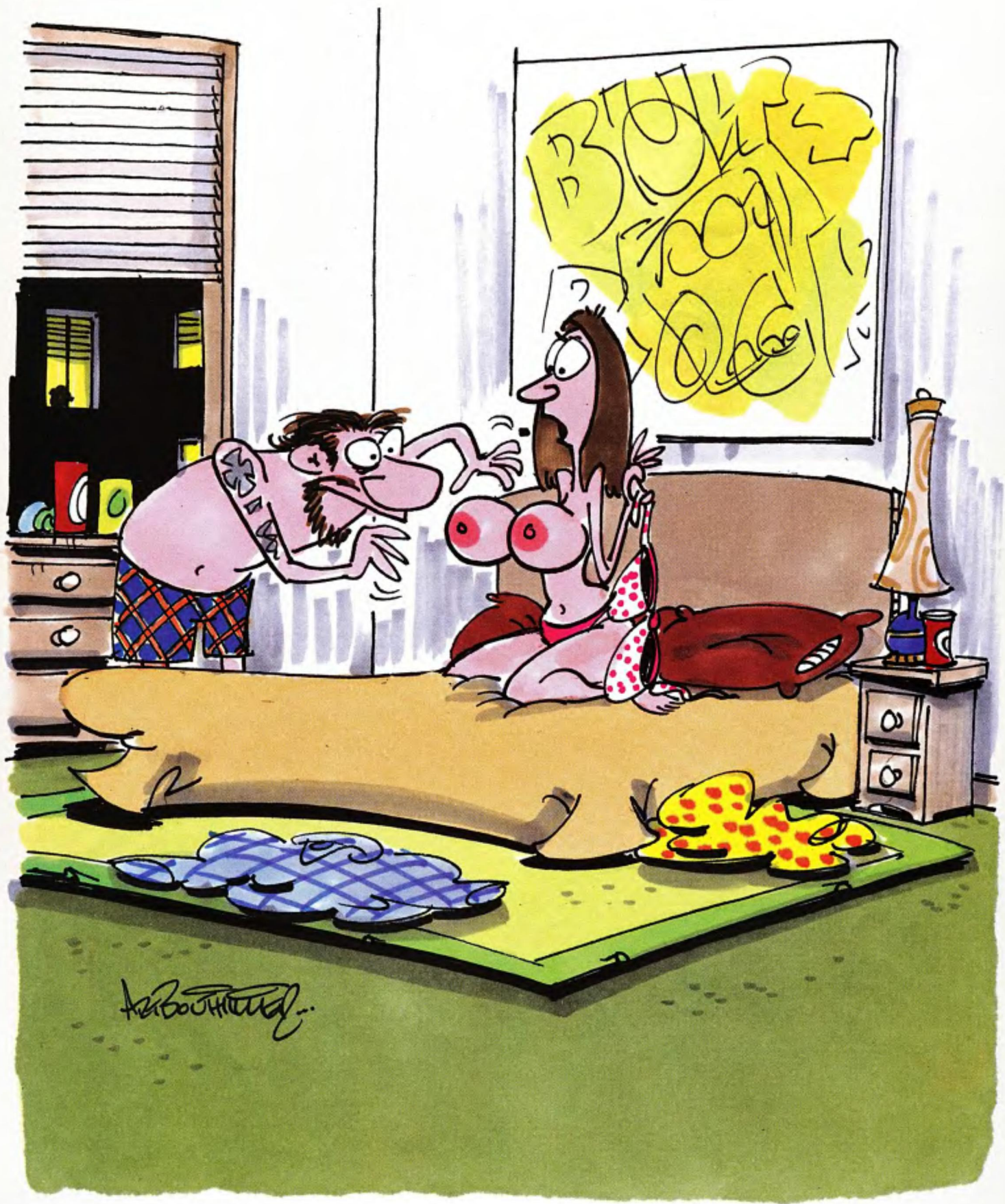
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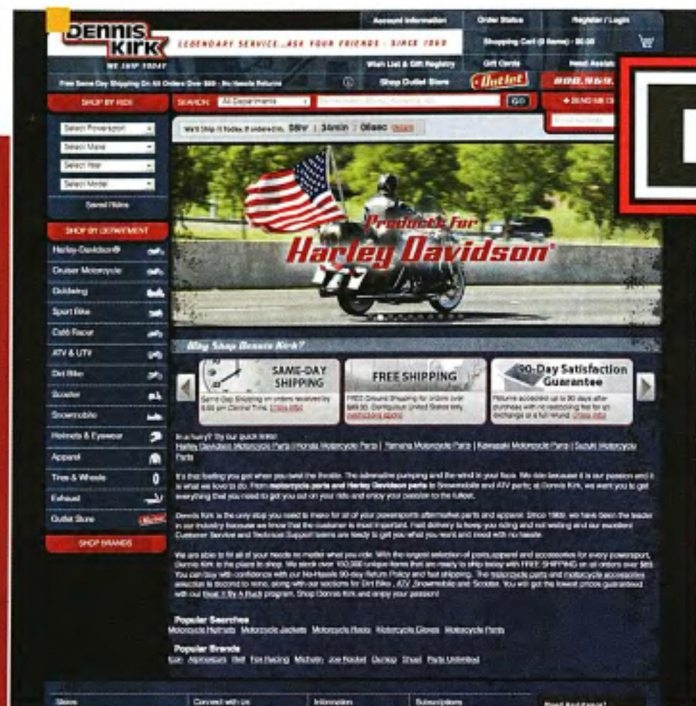
" I recommend Russ Brown Motorcycle Attorneys highly as they were fast and efficient when I needed them most. They fully appreciate riders' needs as they ride and understood my situation fully. I have no regrets and am very happy with the outcome. When the unthinkable happens, it's good to have them on your side. I wouldn't consider anyone else, neither should you. **"**

-Thank you,
Rick Rademacher

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WHO SHOT WHOM?

One of the difficulties of a magazine news column is, by the time we get to print the news is already stale. We are writing this in the waning days of December, while waiting for the full ballistics report for the May 17, 2015 Waco shootings from the Bureau of Alcohol, Tobacco, Firearms and Explosives (BATFE), which is expected to be released in early January.

Waco police spokesman W. Patrick Swanton has told the media that his officers fired a total of 12 shots that day, and the preliminary findings indicate that four of the bikers killed that day in May were shot with the same caliber of bullet (.223) as his officers were carrying at the scene. It is not known how many of the eight remaining bullets made their way into the 20 additional persons who were wounded. Swanton previously revealed that there were 22 cops present during the incident, 10 members of the SWAT team, two sergeants, one rookie, the Assistant Police Chief and four state troopers.

It was revealed that early in the investigation 14 officers were put on administrative leave after the shootings, which is standard procedure after an officer is involved in a shooting. This seems like a contradiction. Did any of the other officers, such as the state troopers fire any shots? We do not know, and Swanton has not been forthcoming. What also seems fishy to this writer is that all of the witnesses at the scene who have talked to the press described a couple of handgun shots, followed by a barrage of police rifle fire. Again, we will have to wait for the BATFE report before we know what really happened... that is, if you trust the system, a dodgy proposition.

All of this information may be far off

in revelation. Cody Ledbetter, the first defendant who has asked for an early trial date, had one set for May 31, 2016, only to have that date later denied, so it is anyone's guess when the many other defendants will have their day in court.

Meanwhile, when the Grand Jury's indictments were recently read aloud, mystery 10th individual was added to the list of names of those killed, which later was revealed to be a clerical mistake, the mystery man was actually killed in a collision with a deer and had no connection to the case.

As of this writing, 106 individuals have been arraigned by the Grand Jury, the term of which has been extended another 90 days. There will likely be further indictments.

Sources: WNBCFW, Houston Chronicle, San Antonio Express News, Breitbart Texas

MANY COPS INVOLVED IN POLICE SHOOTINGS HAVE KILLED BEFORE

As noted above, we're just passed celebrating Christmas, so we wanted to pass along a piece of holiday cheer from the Grinch files, this time from Connecticut. According to CNN, the police in New Haven took it upon themselves to check shoppers cars to see if they are locked, and if not, to steal all of the packages within, leaving a note telling them that they can pick up their packages at the local police station.

"Why would they do this?" You ask? "Police say they hope that sinking feeling you get when you realize your car has been broken into will remind people to lock their doors." While some legal experts suspect that this may in fact be illegal, a New Haven city spokesman said, "Well there is an exemption in standard search warrant provisions to allow for this caretaker action." Merry F'n Christmas.

CONGRESS TRYING TO BAN AR-15s

On December 16, 2015, Representative David Cicilline a Democrat from Rhode Island, introduced the Assault Weapons Ban of 2015, banning the manufacture of AR-15s and related firearms, and imposing additional restrictions on legally owned firearms. This came after the tragic shooting in San Bernardino, California, which killed 19 people. "Never let a crisis go to waste," was the motto of Chicago mayor Rahm Emanuel, and appears to be general the politicians creed these days. To date, 118 congress critters have signed onto the bill. It is said that President Obama wants to end his term by signing sweeping firearms legislation, and this seems to be his ticket. God help us.

Editor's Note: Allow me to climb up on my soapbox and remind the readers that mass shootings almost invariably take place in "gun free zones." Let's face it. Murderers prefer unarmed victims. Someday the governments of the rest of the states will need to recognize that the wording of the Second Amendment: "A well regulated Militia (all free citizens residing within the state, at that time considered to be all non-slave adult males, since expanded to all adults by the 14th Amendment), being necessary to the security of a free State (there's that free word again —not talking about a totalitarian State), the right of the people to keep (own) and bear (carry) Arms, shall not be infringed." Where I come from, not be infringed means that restrictions shall not be placed. The Second Amendment is not about hunting; it is not about target shooting; it is about the pure right to self-defense, against unlawful aggression, including aggression by representatives of the State itself.

DEMONS
CYCLE

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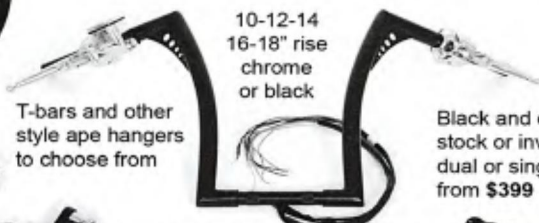
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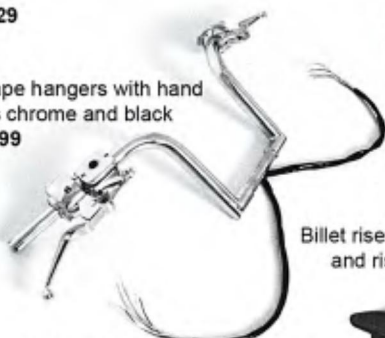
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LEGISLATORS TO REVOKE ANTI-GUN GOVERNOR'S ARMED SECURITY

After the Virginia Attorney General revoked the concealed carry rights of CCW holders from 25 other states within Virginia, the legislature is pushing legislation that would strip governor Terry McAuliffe of his armed security detail.

Pushed as a budget amendment, Sen. Bill Carrico, the bill's sponsor says, "If he's so afraid of guns, then I'm not going to surround him with armed state policemen."

The AG's order to stop recognizing concealed carry permits from 25 states is due to take effect Feb. 1.

Source: The Daily Caller

QUOTE OF THE MONTH

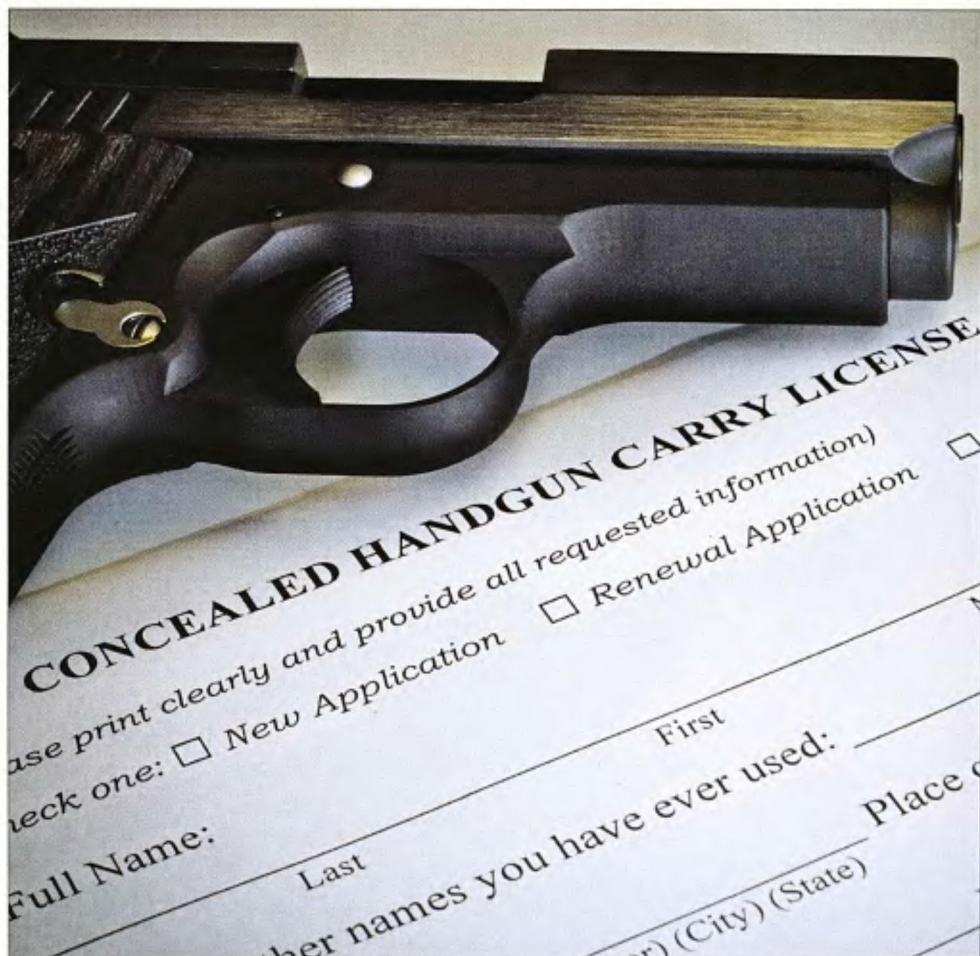
"The past is past, the future is unwritten. There is only the present, and it is fleeting. Seize the moment!"

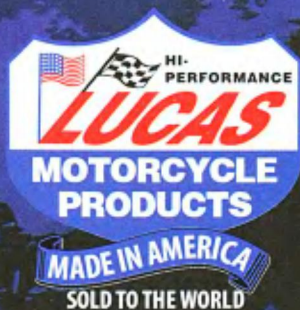
—KIT MAIRA

DEAR READER

I realize that this month's news is not exactly chock full of motorcyclist news, so I want to implore everyone reading this to go out and work to repeal a discriminatory motorcycle law in your state, so that I will have something to write about in 2016!

—Kit Maira





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T.D. Ward's shop in St. Louis is one of those "do it all" kind of places. Hot rods, tail-dragging customs, trucks, motorcycles, they all roll out of T.D.'s Rods & Rides looking a lot better than when they came in.

Over the years classic bobber bikes have become a shop specialty, bikes supplied with a genuine 17-number VIN identification, a certificate of origin, and a listing in the Kelly Blue Book. "But this one," T.D. says, "is totally different than what we normally do here at the shop. At least style-wise." A one-off build, the St. Louis "de-raked" chopper was put together strictly for bike shows, something to win trophies and spread around the Rods & Rides name.

T.D. WARD'S "DE-RAKED" CHOP



"I'd built one pretty much like it a few years back," T.D. says, "and it came away with second-place trophies at the Easyriders Invitational Bike Show. I figured if I maybe dialed things up a little tighter and went just a bit further with a similar build I could grab the brass ring." Great plan, but then Angel Mitre stepped in.

"Angel, deployed overseas in the service, had been repeatedly calling and emailing about buying one of our bobber bikes as soon as he got stateside," T.D. says. And a man of his word Angel showed up all right, only when he came in to take a look around, this Candy Red bike, definitely not a bobber, was up on the table for final assembly and Angel fell in love. The tall and short St. Louis chop had already been painted and all the shiny parts were neatly arrayed, everything getting ready for the Easyriders Bike Show. "It was the bike he wanted," T.D. goes on. "No question. All thoughts of a bobber went right out the window."

A St. Louis style "De-Rake," Angel's chopper combines a tall frame stretch with a front end set at a modest 35-degree rake.

The result is a chopper that handles almost like a stock bike. There's no front-end flop, but the wild look is still there. It's a style that's been popular around St. Louis for years, a chopper that handles great whether it's out on the highway, slow cruising around town or beating it down the twisty country roads.

T.D. had built the frame himself, outfitting it with a 125-inch RevTech motor and Ultima 6-speed. The wheels are a pair of one-offs that had been rolling around the shop for years, prototypes from a California company that never got going full steam. Just a few sets of these good-looking wheels were ever produced. And check out the polished aluminum oil tank, another one-off. Credit T.D. with that one. It started life as a pair of small oxygen bottles like the sort you'd find strapped to the back of a wheelchair.

With some imagination, some chopping and welding they've been neatly repurposed.

"Chris Kalbfleisch, one of my favorite painters, nailed the finish," says T.D. "I told him I was looking for a red that was just like a piece of Christmas candy. Something so rich and deep it'd almost make you want to sink your teeth into it." That's precisely what Chris delivered, a deep and rich color that's been left to speak for itself without any airbrushed distraction.

—Joe Kress



Painted like a piece of
Christmas candy,
here's one you can sink
your teeth into.



Owner: Angel Mitre
City: Clarksville, Tennessee

GENERAL

Designer: Rods & Rides Motorcycle Company

Fabrication: Rods & Rides

Year and make: 2015 Rods & Rides

Model: St. Louis Chopper

Assembly: T.D. Ward

Time: 3 months

Chroming: Arkansas Jim

ENGINE

Year and make: 2014 RevTech Evo

Rebuilder: RevTech

Displacement: 125 cu. in.

Ignition: RevTech

Cam: RevTech

Carb: Mikuni

Air cleaner: Joker Mahine

Pipes: Force Zoomies

TRANSMISSION

Year/make: 2014 Ultima

Shifting: 6-speed

PAINT

Painter: Chris Kalbfleisch,

Type/color: House of Kolor/

Ruby Red Flake

FRAME

Year and make: 2015 Rods & Rides

Type: hardtail chopper

Rake: 35 degrees

Stretch: 14 inches up

Shocks: none

ACCESSORIES

Bars: clip-ons

Handlebar controls: Rods & Rides

Fenders: Rods & Rides

Headlight: Rods & Rides

Taillight: 1928 Ford w/LED

Pegs: Rods & Rides

Foot controls: Rods & Rides

Gas tank: Rods & Rides

Oil tank: Rods & Rides, O2 bottles

Seat: Rich Phillips

Mirrors: Ness

Grips: Ness

FRONT END

Type: hydraulic, 14 inches over

Builder: Mid-USA

WHEELS

Make: one-off prototypes

Size: 23-inch front, 17-inch rear

Tires: Avon, 330 rear

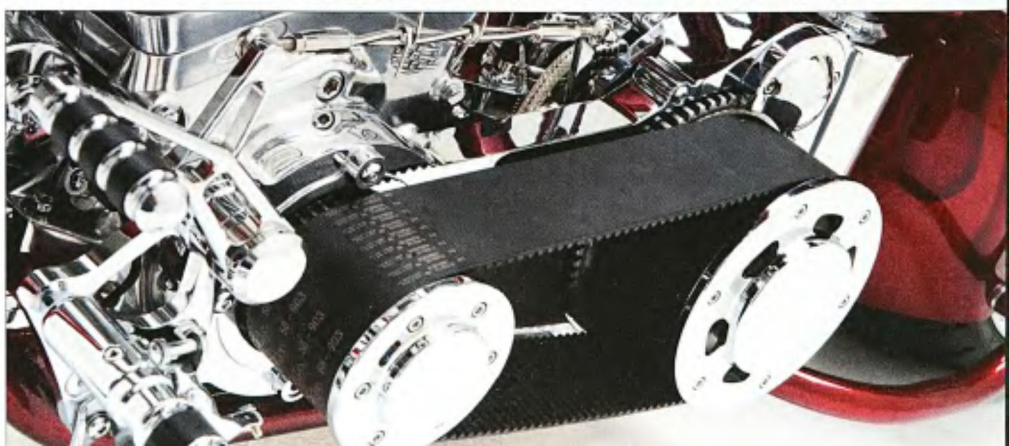
Brakes: DNA, Harley-Davidson

Photos: Don Rogers

Contact: Rods & Rides

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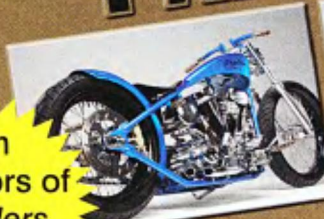
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KNUCKLEHEADS



PANHEADS!



From
the editors of
Easyriders
magazine



How would you like to own the ultimate motorcycle collection? Well, now you can! We are proud to announce *Easyriders* magazine's all-time best custom **Harley-Davidson flatheads, knuckleheads and panheads!** We've dipped into the deep archives of our V-twin Vault to produce this killer collection of over 45 years of amazing motorcycles! But this Special Edition will go fast so order yours today! Much like the venerable classic bikes in this Collector's Edition, it will soon be history!

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Passin' Gas

A gnarly scooter tramp was holding his rugrat while his ol' lady was fixing grub in the kitchen, when the rugrat murmured, "Mother." The dude got real excited and hollered to his ol' lady, "Hey, the kid just said half a word!"

*Rebecca Stacy
All the Way in*

One day Superman was flying around horny as hell, when he saw Wonder Woman sunbathing naked. Superman swooped down and fucked the shit out of her, and as he flew off he yelled, "Thanks Wonder Woman!"

A stunned Wonder Woman hollered, "Who the hell was that?"

The Invisible man replied, "I don't know but my asshole is never going to be the same!"

*Darryl Ash
Bakersfield, Calif.*

Members of the harbor patrol showed up at Kickstand's house after his wife went missing in a boating accident.

"Did ya find her?" he asked the cops.

The officers looked at each other and one said, "Well sir, we have some bad news, some good news, and some great news. Which do you want first?"

"Give me the bad news I guess." Said the worried dude, bracing for the worst.

The cop said, "Well, sorry to report, but we found your wife's body in the bay."

The man collapsed. "What could possibly be the good news?" he cried.

The cop said, "When we pulled her up, there were eighteen big lobsters clinging to her body."

"And the great news?" he sobbed.

The cop replied happily, "We're gonna pull her up again tomorrow!"

*Keith Damm
Marysville, Calif.*

A pickle, a cucumber, and a penis were drinking at the bar talking about how their lives sucked. The pickle said, "When I get big, fat, and juicy, they throw spices at me and stick me in a jar of vinegar!"

The cucumber looked at him and said, "You think you got it bad? When I get big, fat, and juicy, they cut me up and throw me in a salad."

The penis laughs and said, "Really, you think that's bad? When I get big, fat, and juicy they stick me in a rubber suit, shove me in a dark room, and bang my head against a wall until I throw up and pass out!"

*Quintinn Mays
Punta Gorda, Fla.*

What's the difference between your job and your ol' lady?

After five years your job still sucks.

*Claudia Redden
Spring, Texas*

Mongo and his chick got engaged and asked the priest for his blessing.

Knowing that they had been shacking up for a while, he told them that before they could get hitched they must abstain from sex for one month before he could give his okay. After a month went by, Mongo returned to the priest alone to report how the abstinence went.

"Well, the first week wasn't too bad,"

Mongo explained, "and the second week was pretty rough, but the third week it got easier. Unfortunately, in the fourth week, my chick bent over one day and I couldn't help myself. I hauled my cock out, grabbed her, and fucked her silly."

"They won't like that in heaven." The old priest admonished sternly.

"I kinda figured that." Mongo replied, "They weren't too thrilled about it in the supermarket either."

*Warren Henry
Tennessee Colony, Texas*

A dude called up his boss and said, "Boss, I'm sick and I'm not coming in to work today."

The boss said, "What? Well, how sick are you?"

The dude shot back, "I'm at home fucking my sister; how sick is that?"

*Weasel Pete
Norway*

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Rockabilly ride

BURNING THE TIRES RIGHT OFF THE BIKE

The bobber holding up the lovely assets of the delicious Danica here might look like it's brand-new, but it's already been 10 years since it was originally built. It looks so clean because, for one thing, it sat around for a long time doing nothing, but also because its current owner, Jeff Daniel, takes very good care of it. "I go to a lot of rockabilly shows with my rat rod," says Jeff who owns a 1927 Ford rat rod that was featured in our sister publication, *RebelRodz*, just about two years ago. "And these days I take my bike with me, too."



This bobber matches Jeff's 1927 Ford rat rod perfectly.





Since he bought it a couple of years ago, Jeff hasn't really done much to the bike, other than the artwork on the gas tank and the pinstriping, so we turned to the actual builder, JT at K-otic Kustoms in Woodstock, Georgia. "We originally built this bike for a guy as one of five he had us build," JT remembers. "We built it the way he wanted it."

That means JT and his crew built this bike from the ground up around a Chopper Guys frame cradling a RevTech engine. They custom-built some items such as the exhaust pipes

and the handlebars, and they modified others, like the rear fender, in which they cut and punched holes.

Shortly after JT and his crew had finished this bike, the customer took it to a local run and, according to JT, apparently "met some chick there, and then the bike sat for five or six years at his mom's house until he called me one day to let me know he wanted to sell it."

Fortunately, though, once the bike was back at K-otic and JT had put it up for sale in front of the shop, it only took two days before Jeff bought it. Jeff says he saw it from afar while driving

by one day. He came back the very next day, walked in and told JT he just had to have that bike. "It matches his '27 Ford rat rod perfectly," adds JT. "The only thing he had us change was the tires—he wanted whitewalls—and the seat, but other than that, that's all we did to it."

This bike is all about looking cool and burning rubber at rockabilly get-togethers around the South because that's exactly what Jeff does with it. "Yeah, when he's out on it, he burns the tire right off the damn bike," says JT. —*Tripper*





Owner: Jeff Daniel
City: Acworth, Georgia
GENERAL
Year and make: 2006 K-otic Kustom
Model: bobber
Assembly: K-otic Kustoms
Time: 7 1/2 months
Chroming: Cherokee Chrome

ENGINE

Year and make: 2006 RevTech
Ignition: RevTech
Displacement: 110 cubic inches
Lower end: RevTech
Balancing: RevTech
Pistons: RevTech
Heads: RevTech
Cam: RevTech
Lifters: RevTech
Carb(s): Mikuni
Air Cleaner: Eddie Trotta
Pipes: K-otic

TRANSMISSION

Year: 2006
Modifications: none
Shifting: by foot

PAINT

Painter: Allen Greer
Type/color: PPG/black, red

FRAME

Year and make: 2006 Chopper Guys
Type: rigid
Rake: 34 degrees
Stretch: none
Shocks: none

ACCESSORIES

Bars: K-otic
Handlebar controls: Drag Specialties
Fender(s): modified Drag Specialties
Headlight: Drag Specialties
Taillight: 1957 Caddy
Pegs: JC
Electrics: RevTech
Gas tank: modified Sporty
Oil tank: Drag Specialties
Oil system: RevTech
Primary cover: BDL
Seat: Black Widow Customs
Mirrors: Drag Specialties
Grips: Drag Specialties

FORKS

Type: DNA
Extension: 2 inches over
Builder: DNA

WHEELS

Size: 21-inch front, 16-inch rear
Hub: DNA
Tires: Avon, WWW
Brake: Hawg Halters

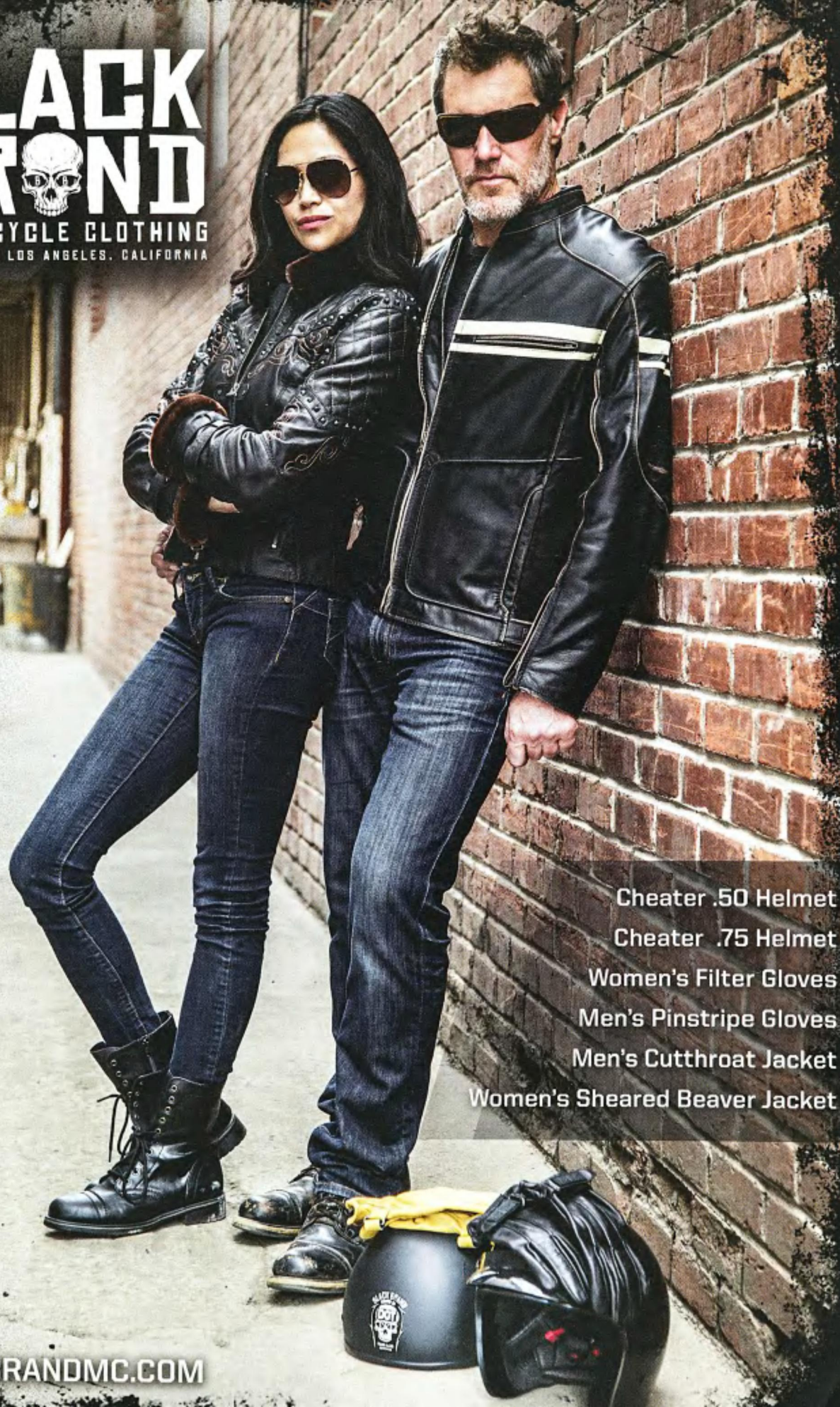
Model: Danica
Photos: Don Rogers

This month's *Easyriders* girl is the delicious Danica. The way Danica bobs her amazing assets around Jeff's bobber is truly awe-inspiring and probably another reason the tires get burned right off the bike.



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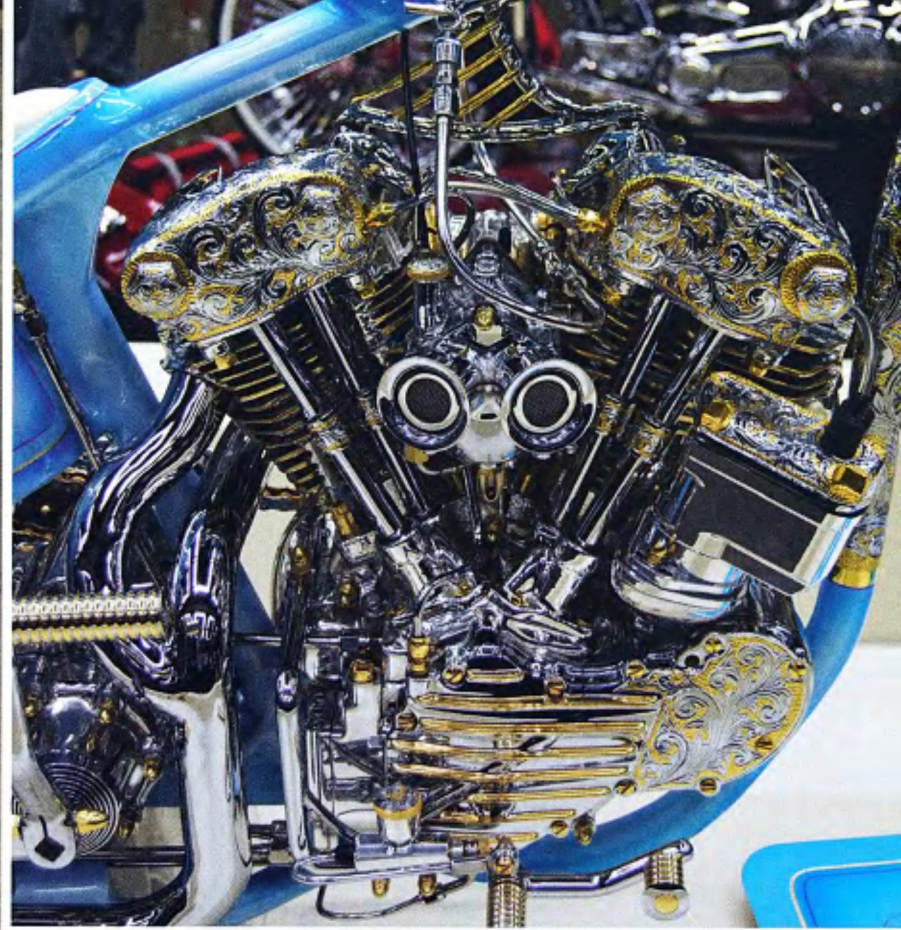
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The first exciting stop on the Easyriders Bike Show Tour for 2016 was Sacramento, California. The Sacramento Convention Center was packed with custom bikes as the state's capital was turned into a true biker town on January 9 and 10.

A GOLD RUSH FOR THE EASYRIDERS BIKE SHOW TOUR!

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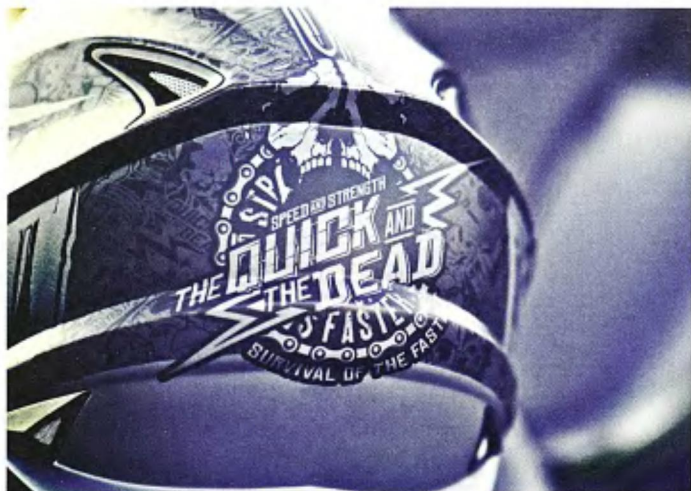


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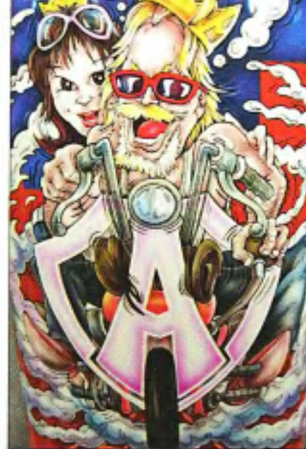


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Award categories included Antique Class and Old School Choppers and Bobbers, Modified Stock, Radical Custom, Radical Bagger, and more, with more than 40 trophies distributed among the various winners. As always, our judges were the editors of *Easyriders*, *V-Twin*, and *Road Iron* magazines as well as Paul Yaffe from Bagger Nation and John Shope from Dirty Bird Concepts.

Joining us of this year's tour was our celebrity judge Rusty Coones who played Quinn in the *Sons of Anarchy* TV series and currently has an A&E show called *American Made* along with Paul Teutul Senior. The Fried Brothers, America's favorite biker band,

rocked the house in their distinctive style and our announcer for the bike show tour, Lisa Ligon, presided over the weekend of good times with her trademark sexy style.

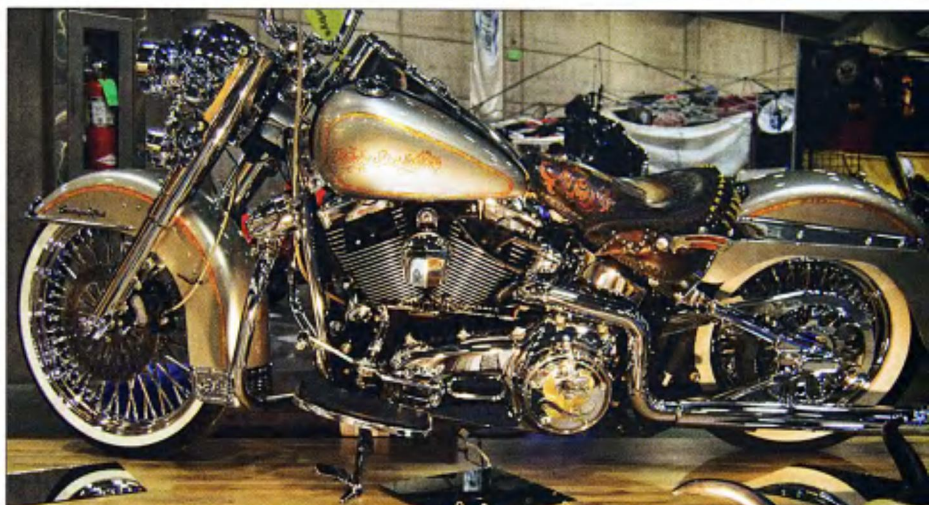
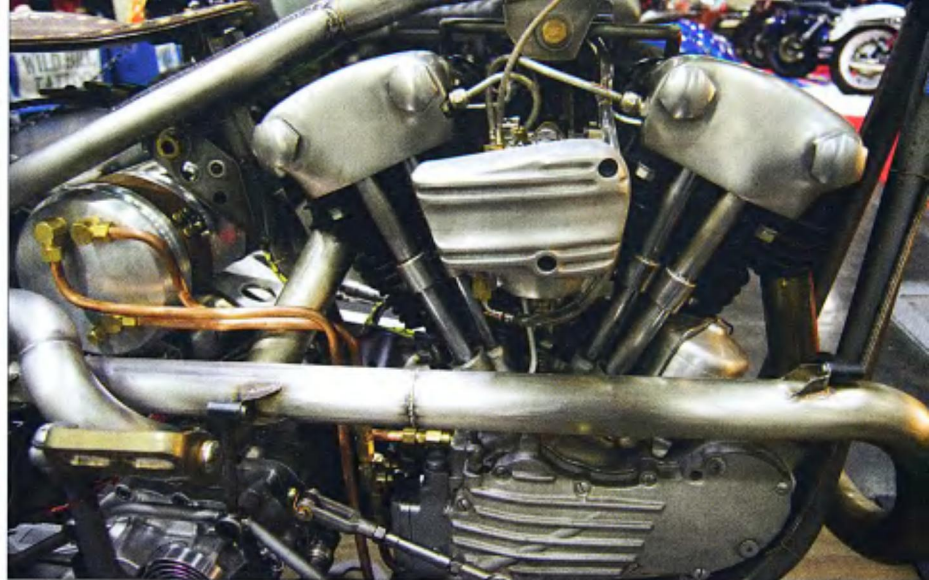
Bikers drooled over hundreds of incredible custom motorcycles, gazed with admiration at the original David Mann artwork on display, enjoyed cold beer and yummy food, hit up the vendors for two-wheeled goodies, and enjoyed the bump and grind antics of the Purrfect Angelz dancers.

When award time rolled around, announcer Lisa gave away prizes from our sponsors before we handed out top honors to some of America's best custom builders, including Sam

Newson of Los Gatos for his cool Custom Sportster. Best Paint went to Mike Faria of Santa Rosa for his 2004 Softail Trike and First Place Radical Custom went to the amazing blue chopper by Andrew Ursich of Long Beach. The Editor's Choice Award went to Dalton Walker of Hanford for his killer 1969 panhead digger and the Best of Show honors went home with Rick Bray of Hanford for his RKB Kustom Speed 1949 panhead CS9 wonder chopper!

The next stop in the Easyriders Bike Show Tour is lovely Long Beach, California. For more information visit easyridersevents.com.

—Dave Nichols







Photos: Kai R.

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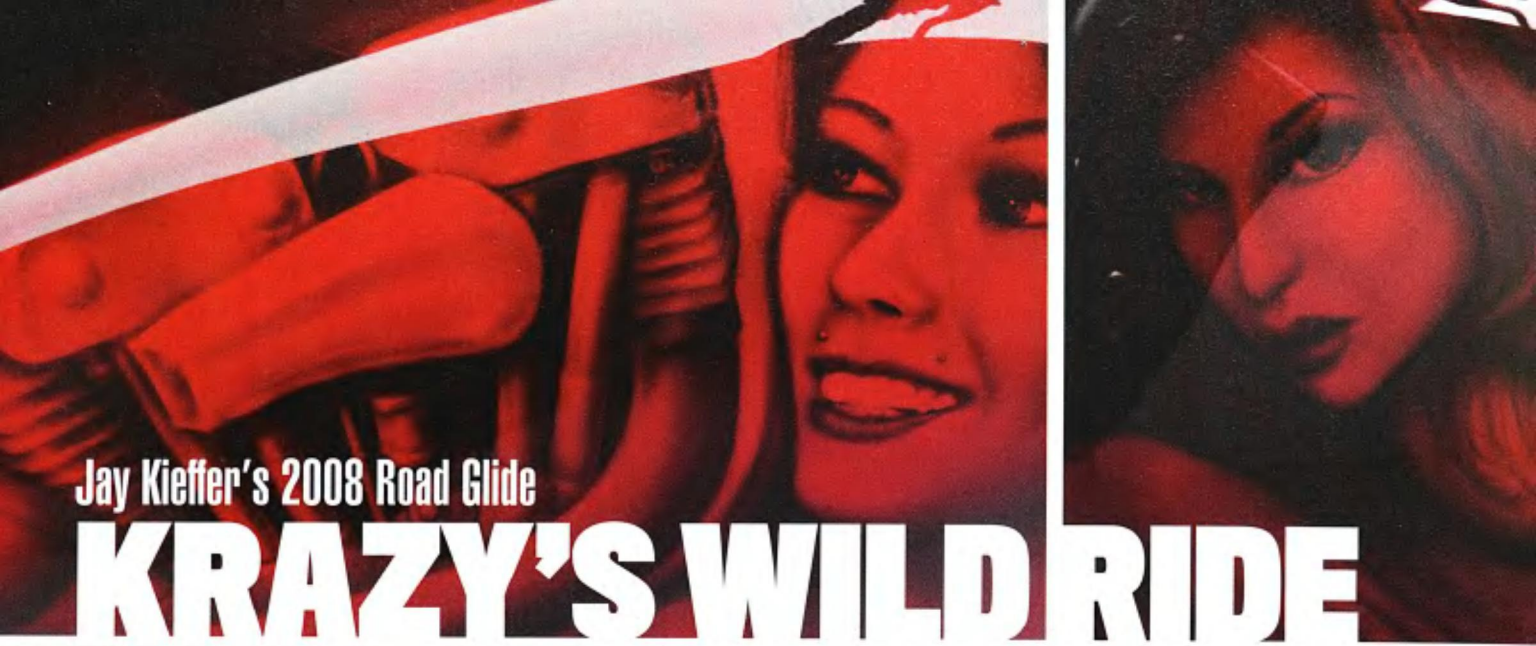
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Jay Kieffer's 2008 Road Glide

KRAZY'S WILD RIDE





Paintjob aside, we actually kept it all kind of mild.



Jay Kieffer (*above*), "KrazyJ" to those who know him best, is a guy who can spot a sweet ride a mile away. Not so very long ago KrazyJ owned and ran the Easyriders Store in the Twin Cities, Minnesota, a favorite destination for riders from all over the area. Jay is out of the motorcycle business these days, but definitely not far removed from motorcycles. His latest, a 2008 Road Glide, is proof enough of that. And to get that Harley looking custom-correct he didn't have far to go. As it turned out, Dana Hallberg and the crew at Deadline Custom Cycles in nearby Forest Lake, Minnesota, were right on the same page when it came to doing what was needed to get that Harley right, right down to the, shall we say, "Easyriders inspired" artwork finishing things off.

As cool looking as Jay's bike turned out, "Mechanically and cosmetically, paintjob aside, we actually kept it all kind of mild," Dana explains. There's the required 26-inch front wheel, new handlebars, new fenders, new tank, new side covers and saddlebags. The guys chose a Renegade wheel to go up front, raking the frame out on Deadline's jig. "We ended up stretching this one about an inch and a half," Dana goes on.

There are plenty of Sinister/Dirty Bird goodies on board. It turns out that KrazyJ is good friends with John Shope down in Arizona, and Dana and the Deadline crew routinely use a lot of his stuff, so the full body kit came from Sinister.



High-end paintwork with over-the-top detail is the name of the game at Deadline Custom Cycles.





While the fairing remained mostly Harley-Davidson stock, the saddlebags, the lids, the side covers, gas tank, and rear fender are all Sinister. The new Monkey Bars handlebars came from Paul Yaffe's, Bagger Nation but the super-smooth fork legs are stock Harley-Davidson. Machined smooth and re-chromed, they're a Deadline specialty.

Speaking of specialties, high-end custom paintwork with over-the-top airbrush detail is the name of the game at Deadline, something they're known for. The intricately applied final finish and artwork on Jay's Harley speaks volumes about what these guys can do. "Kinda wild for everyday street riding," Dana figures. The Kandy Red over the House of Kolor black paint job, while not quite G-rated, gets the point across.



Deadline Custom Cycles has been at this for more than 13 years now and typically, Dana says, they can do a bike—from start to finish—in about three months time. KrazyJ's was no different, and as far as he was concerned finished not a minute too soon. —Joe Kress

Owner: KrazyJ
City: Eagan, Minnesota

GENERAL

Designer: KrazyJ,
Deadline Custom Cycles
Fabrication: DLC
Year and make: 2008 Harley-Davidson
Model: Road Glide
Assembly: Deadline Customs
Time: 3 months
Chroming: TR Plating

ENGINE

Year and make: 2008 Harley-Davidson
Displacement: 96 cu. in.
Ignition: Harley-Davidson
Cam: Harley-Davidson
Carb: EFI
Air cleaner: Deadline Custom
Pipes: Hell Bent

TRANSMISSION

Year and make: 2008 Harley-Davidson
Shifting: 6-speed

PAINT

Painter: Jeff Urman, Deadline Customs
Type/color: House of Kolor/black,
Kandy Red

FRAME

Year and make: 2008 Harley-Davidson
modified
Type: Road Glide
Rake: 45 degrees
Stretch: 1 1/2 inches
Shocks: Harley-Davidson

ACCESSORIES

Bars: Bagger Nation Monkey Bars
Handlebar controls: Harley-Davidson
Fenders: Deadline, Sinister Ind.
Headlight: Harley-Davidson
Taillight: Sinister Ind.
Speedo: Harley-Davidson
Pegs/Floorboards: Sinister Ind.
Foot controls: Sinister Ind.
Gas tank: Sinister Ind.
Oil tank: Harley-Davidson
Seat: Mark Millbrandt, In Stitches
Mirrors: Harley-Davidson
Grips: Avon

FRONT END

Type: Harley-Davidson, 1-inch over
Builder: Harley-Davidson,
Deadline Customs

WHEELS

Make: Rampage
Size: 26-inch front, 18-inch rear
Tires: Vee Rubber front, Pirelli rear
Brakes: HHI, Harley-Davidson

Photos: Michael Lichter

Contact: Deadline Custom Cycles
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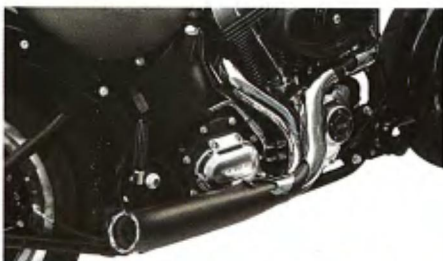


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Twin Cam models, Sherman EMD covers were designed to give your big twin an edge and help it stand out from the crowd. Made from cast aluminum and featuring CNC-milled gasket surfaces, the trend-breaking rocker covers are compatible with all OEM hardware and available in two finishes: raw or black cut. They have been developed to match the rest of EMD's range of cast aluminum engine covers.

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The Phantom Pipe II is a curvy 2-into-1 exhaust system. It's an updated version of the original Phantom Pipe for Softails and is available in a baffled, black ceramic version. It includes a 2-inch removable and rebuildable core that's tough sounding and even better performing. The 4-piece stylized chrome-plated heat shields come pre-installed. The Turned-Up Claw End Tip features a domino dot-engraved decorative billet end cap that makes a bold statement without the drag pipe sound arrival. The Phantom Pipe II features a 2-inch primary pipe and a 3.5-inch diameter collector. The SuperTrapp Phantom Pipe II Fits Softails as well as 2006-2013 Dynas with forward controls for 2008-and-up Dyna models. The Phantom Pipe II provides a truly unprecedented look with a neighborhood-friendly sound.

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For more than four decades Paughco had been manufacturing replacement and specialty custom oil tanks for Harley-Davidson and custom H-D based motorcycles. Among the most popular are those fit with screw on oil filters. Fully functional and unique in appearance, these tanks eliminate the need for an external



remote filter and make oil changes a cinch. Shown here are just a few of many tanks available. All Paughco tanks use the same Paughco filter and will also accept OEM filter P/N 63782-80. Available in the company's flawless chrome or high gloss black, prices for these tanks begin at \$329.

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dragspecialties.com



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dragspecialties.com



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Enhance the performance and exhaust tone of many Harley-Davidson Softail models with the new Screamin' Eagle Street Cannon slip-on mufflers from Harley-Davidson. Available in either shotgun or shorty-dual styles, these 3.25-inch high-flow mufflers have been specifically tuned to deliver an aggressive exhaust note and improved performance while preserving neighborhood peace. Both styles are available in either rich chrome or a heat-resistant jet-black ceramic finish. The jet-black mufflers include matching Screamin' Eagle muffler shields. Complete the installation by selecting 3.25-inch end caps and muffler clamps (sold separately). These mufflers are street-legal and EPA stamped; they are available to fit 2007-later Heritage Softail Classic, Breakout, Slim, Deluxe, Cross Bones, and Fat Boy models.

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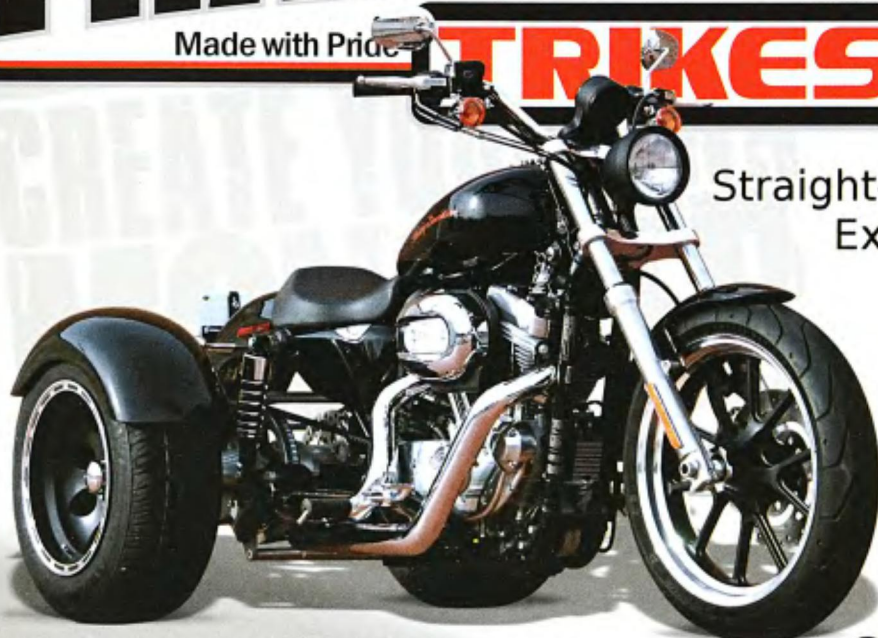
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EMD Custom Powertrain Covers

Every so often, some really cool-looking parts arrive in the United States from across the Atlantic. French company, Esteves Motorcycle Design (EMD) brought over its line of finned V-twin motor and drivetrain covers. These covers exhibit some unique styling features that are at once very cool, yet basic. EMD currently offers its covers in three surface finishes: black, semi-polished, and black-cut. In looking over the EMD website, we liked the black-cut finish. Contrary to the factory's smooth polished surfaces, the black-cut finned covers are finished in black wrinkle, with color and surface textures that well match to the factory's motor cases.

The EMD covers are distributed by HardDrive Parts. We went to My Garage, in Ventura, California, to order the cam chest, rocker, clutch cable, and primary covers. A couple days later we got a call that our parts were in. We installed them on our 2013 Softail Slim, which took approximately four hours since the

process entailed pulling the gas tank and draining the primary cover. To install the cam cover, we had to pull the exhaust system. For the primary cover, we removed the left side floorboard. In the transmission side cover, the clutch release mechanism was swapped into the new side cover; this is where we opened the Harley Service manual; if you haven't had a transmission side cover apart before, we recommend getting the manual. We used new gaskets and secured the covers with the factory hardware.

The EMD covers gave the bike a distinct look; they blended the motor's color and surface finish into their fins and contours. We think the completed installation looks very cool.

What do you think?

—Wendell Christopher

Esteves Motorcycle Design
estmd.com

HardDrive
American V-Twin Products
hdtwin.com



1 The finished bike's right side has the EMD black-cut finned cam, rocker, and clutch cable covers.



2 The EMD fins are thick and run over the covers' edges to blend into the overall shape of the motor.



3 In comparison, this factory's polished covers have raised areas that stand out from the motor's basic shape. Accessing the factory rocker covers requires that the seat and gas tank be pulled.



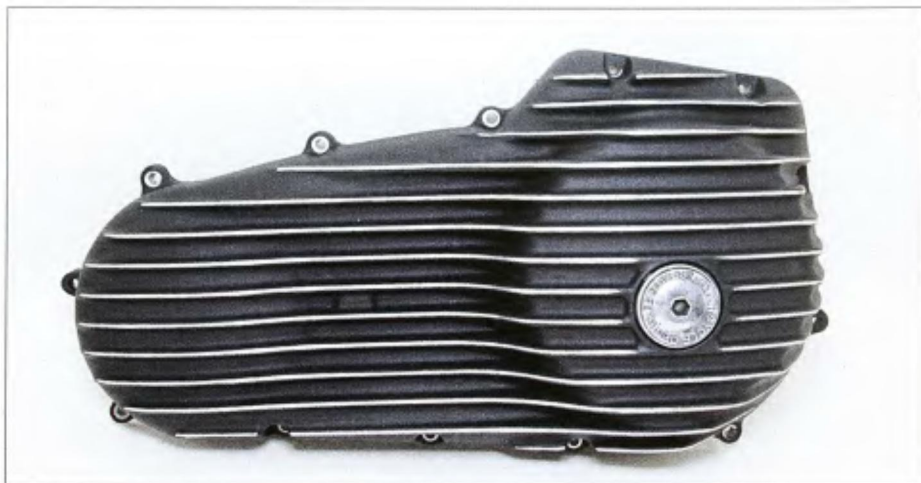
4 Each rocker cover was attached with six bolts, which we reused.



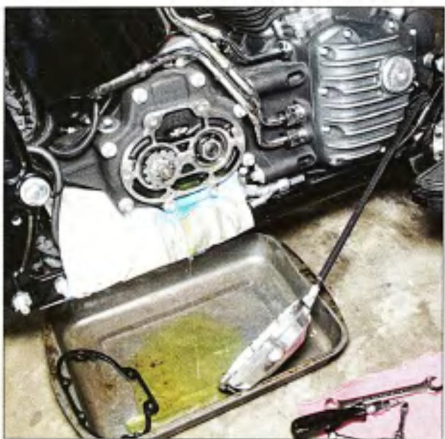
5 The EMD rocker covers combine the same outer shape as the motor with flatter surfaces that feature raised fins.



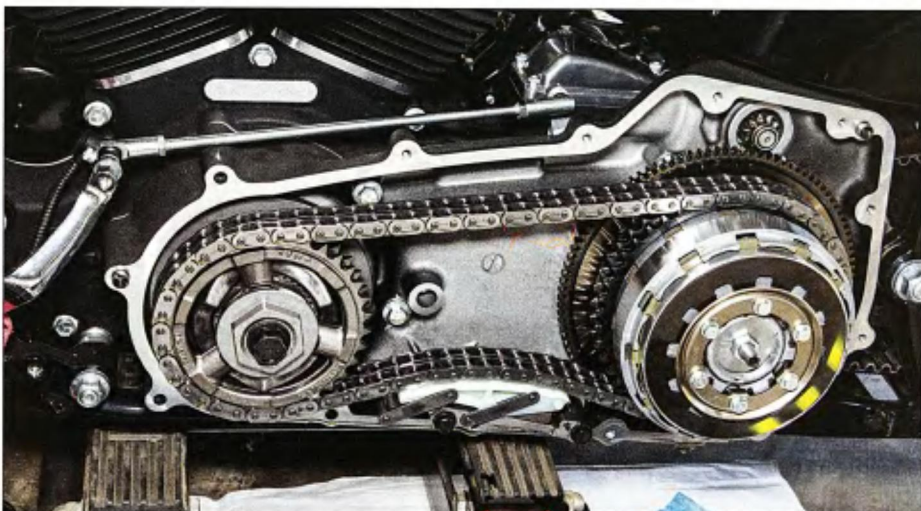
6 To get to the cam cover's screws, we had to pull the exhaust system. After the cover was removed, a bit of oil drained out, about a teaspoon full.



10 The EMD black-cut primary cover blends the tight-fitting forward area with this wider clutch area.



7 After we installed the cam cover, we pulled the clutch cover.



11 We pulled the floorboard and drained the primary drive case. Installing the new cover took just about a half hour; we then filled the primary with new oil.

Photos: John Sullivan



8 The cover houses the clutch release parts, which we swapped into the EMD cover.



9 Compare this image to our start image, there's a completely different look.



12 The bike's left side looks much better.

ASPHALT RIBBON

BIKER FICTION

Chris, a.k.a. "Bulldog" walked quickly towards the machine that was his salvation. He strongly believed his sanity was directly linked to the big Harley he had saved for three years to purchase. He had a garage full of older bikes, from Nortons and Triumphs to Indians and pans, and he loved each one of them but the "Breakout," he felt, represented a real effort on the Motor Company's part to pay homage to the choppers and bobbers of old.

He mounted the 103-inch black beast and punched the button, the loud bark and idle of the bike put an instant shit eatin' grin on his face. He eased out the clutch and rolled out of the parkin' lot to leave his workplace behind for two weeks. The highway called and he was ready to answer that call. The bike's luggage rack and bar were already packed with his gear. His ancient one-man tent and sleepin' bag plus a few changes of underwear and jeans along with his leathers and some trash bags were all he ever packed for his highway jaunts. Less was more when it came to the road.

Chris twisted the grip and enjoyed the rapid acceleration as well as the roar from the pipes as he threaded the needle through traffic and aimed the Hawg towards the on ramp of I-40 west. He pushed the bike over to drag the steel extensions on the pegs and cranked out onto the interstate with no intention of slowing down. He brought her up to 80 and held her there. He settled in for the ride west and watched the broken white lines become a blur of solid white.

Both he and the bike were happy at 80 mph. There was a rhythm to the ride at that speed that he couldn't begin to describe. Ironically Foghat always played "Slow Ride" in his head as he barreled along at the illegal speed. He smiled, hooked his fingers around the grips and just relaxed. The hassles of the job fell away behind him as he roared passed cars and semis. The mid-afternoon sun was warm on his face, and he decided he'd chase it until it

dropped below the horizon then he'd look for a place to bed down.

Campfires were never a problem for the "Bulldog" as he lived on protein bars and his thermos of coffee when he traveled. He felt it was the most efficient way to go. He'd refill on both items whenever he found a well-equipped truck stop. Many times he'd find a field out behind the truck stops he frequented and he'd bed down right there, falling asleep to the sounds of diesel engines and air brakes.

This trip he was headed to LA to visit a pretty little tattoo artist named Holly that he had met in Sturgis the previous year. He liked her olive skin and long, raven black hair and had decided that this vacation was not just gonna be about the ride, it was also gonna be about Holly.

The sky turned purple, then inky black as he pressed ever westward. He spied a huge, brightly lit truck stop sign hovering near the next exit. Atop the sign sat a full-size 18-wheeler. He pushed the Breakout hard over and held her in place. A chill was moving in from the northwest and he knew it was best to get the tent up and his bag rolled out before the temps dropped further. Within the hour he had eaten his protein bar, finished the last drop in his thermos, and was asleep in the tiny tent.

Bulldog awoke to a clear, cold, mornin'. He shivered a bit as he rolled up his tent and lashed it alongside his sleeping bag on the custom sissybar he had made for the bike. He donned his leathers, then walked into the truck stop to fill his thermos and brush his teeth.

He strolled on out to his waitin' ride and felt a pang of pride as he looked her over. She was as black as night. Adorning her tank and rear fender were barely visible, silver ghost flames. He admired the chrome shorty pipes and gloss black heat shields he had equipped her with. The L.A.F. pipes were obnoxious when he twisted her wick but quiet enough around town

when he was just cruising. The bike was a far cry from his daily work vehicle and he liked that just fine.

Chris threw a leg over the Harley and hit the button. She roared to life like a dragon that had just been kicked in the ribs. As he popped the clutch and spun up the big 240 rear tire, she skewed sideways and he straightened her out as he aimed for the highway and points west. He ran her back up to 80 and once again he was in heaven. The whole shitty world fell behind him and his grin grew wider. His job with its politics and hassles, the world's problems and trials, his bills and house repairs, the yard full of leaves, all of that didn't matter a whit as he sped down the highway.

Bulldog had over a million miles under his chapped ass and still he never grew tired of the road and he loved headin' west the most. The sun on his back in the mornin' and in his face later in the day was just the way he liked it. Throw in the occasional thunderstorm to break up the monotony and it just made him all the happier. On one trip he outran a tornado in Oklahoma and had his face bloodied by a hailstorm in Kansas and he loved every bit of it. He took everything the road could throw at him with the courage, grace, and fortitude of a true hardcore biker. He knew this was where he belonged and with retirement just a few years away, he grew excited at the thought of just eatin' up the miles on board his Breakout. No dresser for him. Lord knows he spent enough time on baggers. Retirement meant two-lane blacktop with all its surprises, his hardcore machine, and whatever else life had to offer. He wouldn't have it any other way. No gold watch for him.

Large, dark clouds began to gather on the horizon, blottin' out the sun. He pressed on, stoppin' only briefly to don his rain gear. He pressed on; a semi passed him at well over 90 and the spray from the tandems momentarily blinded him. When his vision cleared up he was surprised to find himself on the shoulder of the highway. He clenched as he realized that directly in his path lay an ancient red Volvo, suspended at the left rear

corner by a rickety jack.

Bulldog leaned hard over to the left and felt the rear tire of the Breakout begin to slide. His years of ridin' experience enabled him to regain control of the bike, and as he straightened out, he saw an older gentleman kneelin' next to the Volvo, strugglin' to change it's rear tire as the icy rain soaked him through.

Chris braked hard to a stop, and bringin' the bike as far to the right of the shoulder as he could, he kicked down the stand, dismounted and walked back towards the old gentleman and his car. Semis and cages screamed past and Chris watched the Volvo sway with each vehicle that passed by.

"Let me give you a hand," Chris called out. The old gentleman mumbled a reply but Chris could barely hear him.

The gentleman repeated, "Well, thank you kindly, son. My hands don't work like they used to in this kind of weather."

"Go ahead and get in your car out of this weather and I'll finish this up for ya," Chris said. "No sense both of us standin' out here in traffic."

"Much obliged, son." Chris noticed the old man was shiverin' and looked soaked to the bone. He hurriedly replaced the ragged tire on the Volvo with a spare that was almost equally ragged. He cinched down all the lug nuts as the cold rain turned to sleet. After closing the trunk, Bulldog walked up to the slightly lowered driver's side window and the old gentleman offered Chris a five-dollar bill. "No thank you sir. Just doin' a good turn for a fellow citizen."

"Well, if you won't take my money, then how about a home-cooked meal and a warm fire to dry off in front of," The old man smiled. "I live just up off the next exit." Chris didn't hesitate, as much as he loved the road, a warm fire sounded pretty invitin' at that point.

"I'd like that plenty, sir," said Bulldog in his politest tone. And he soon found himself seated before a roarin' fire over which hung a pot of beef stew. He passed the evenin' swappin' tall tales with old man George and was pleasantly surprised to meet George's

daughter as she returned home from night school. Chris watched as she removed her raincoat and placed her books on the kitchen table. In just a matter of a few moments, Holly was forgotten about and Susan became his point of focus.

After a while, old George drew a big yawn and with a sly smile wandered off to bed. Now dear reader, I can embellish this tale with the claim that Chris and Susan passed the night in the throes of wild passion, but let me just put it in this way. Bikers will be bikers and everyone knows chicks dig bikers. 'Nuff said.

Six days later, after completin' some chores around the old place and checkin' over his Harley, Chris mounted up and with a wave towards old George and Sue, aimed his scooter east and rode straight through to his hometown. He pulled directly up in front of his work place, dismounted and climbed the somber gray steps to the back entrance of the building.

Bulldog headed to the locker room where he heard the jibes and wisecracks of his co-workers, "Man you just can't get enough of two wheels, can you, Chris?" said his boss.

"You have a good trip, brother?" said his partner, Johnny. "You ready for more?" Chris answered in the affirmative then reached up above his locker for his helmet. He pulled a small picture of Susan from the flannel shirt he had hung on the rusty hook of the old locker and placed it in his uniform pocket.

"You still have sector seven and Patterson Street, Bulldog," said Sergeant Blocker.

"Yeah, I figured as much," Chris said. "The strongest mule pulls the biggest stump."

"Goddamned right, Bulldog," said the Sarge.

Chris left the room, walked down the back steps to his waiting Street Glide, emblazoned with the words "Winston Police." He threw a leg over, punched the button and roared off to protect and serve. Let's face it, ya don't get a million miles under yer chapped ass by sittin' at home in an easy chair.

—Z. Jakl



ENGINE EQUATOR II



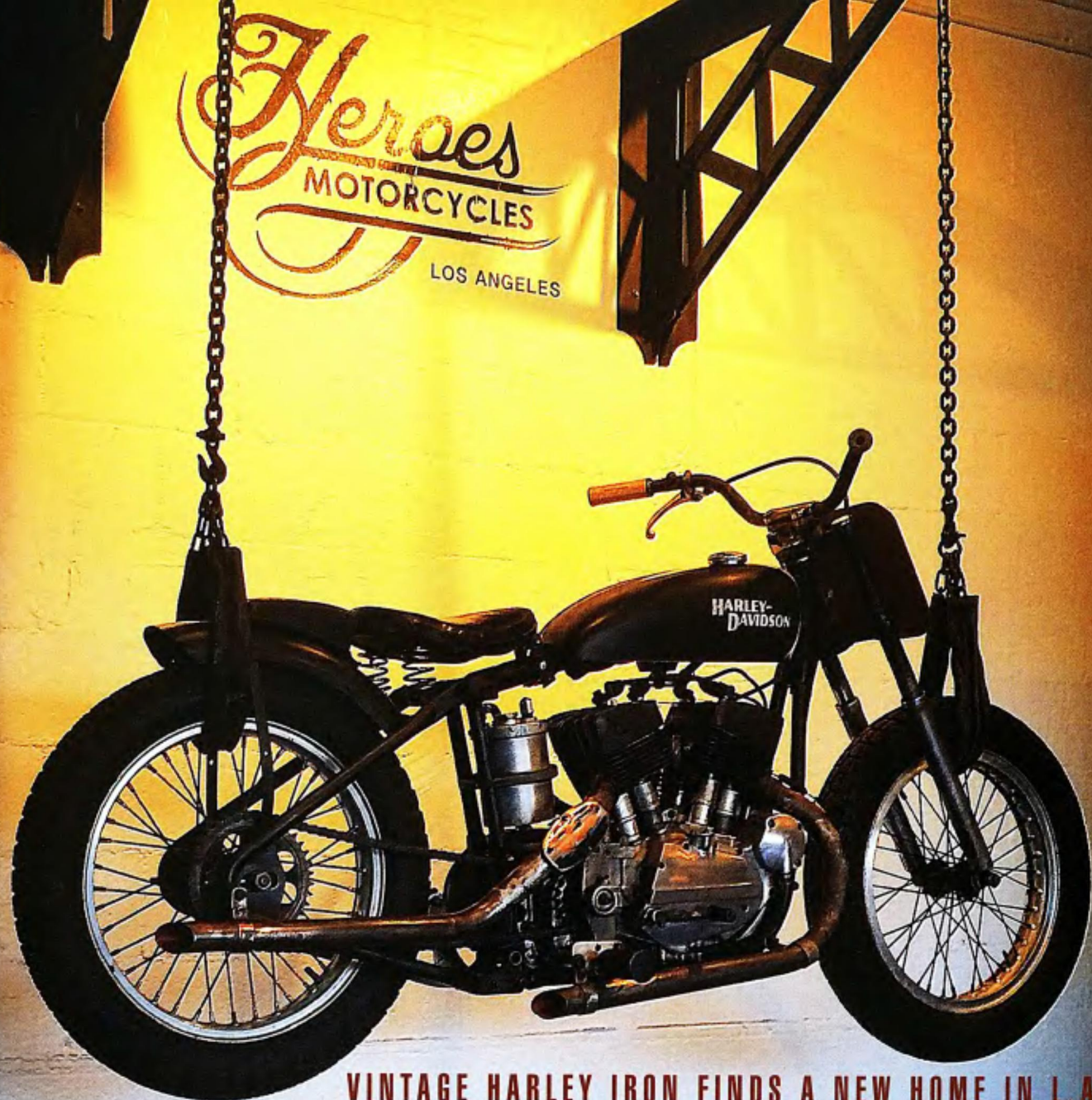
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VINTAGE HARLEY IRON FINDS A NEW HOME IN L.A.

Serge Bueno, through a 20-year effort, had established himself throughout Europe via his vintage restoration shop called Famous Motorcycles, located in Paris. Then one day he dropped by Southern California for a visit and you could say the die was cast and several other tools as well. He was immediately hooked by the climate that offered both year-round riding as well as kept old iron in top fettle. He eventually packed up lock, stock, and Harley barrels, plus some 40 rare bikes, his wife and four children, and made the move to Los Angeles. Finding a

rundown auto repair shop, he set about hand-building his new place including the cabinetry, walls, flooring, artwork, and logos.

Serge then uncased the machines that had withstood the trans-Atlantic sea voyage, installing them in his new place he's named Heroes Motorcycles. If you can take your eyes off the gallery of 1910-1950 bikes for which he has a special passion, more than 100 restored so far, you'll notice superhero Batman standing guard atop the building, the life-size sculpture having made the trip from Paris with Serge.

Serge's bike building technical skills

stemmed from his early training as an engineer working with electronics and a variety of metals—steel, aluminum, magnesium—also mastering painting with rare, original pigments. Serge keeps his work area in "NASA clean room" condition, even his carefully stored vintage tools appearing as works of art.

Joining him in the workshop is super wrench Guillaume who also originally hails from Paris. We found him tidying up a 1977 H-D XLCR ridden in by one of their countrymen, actor Olivier Martinez, who is married to Halle Berry. A few minutes later, Texas vintage bike



Serge Bueno (left) and vintage bike fan Bobby Haas.



Super wrench Guillaume.



fan Bobby Haas rumbled up in a blue Harley sidecar rig and purchased a 1914 Indian boardtrack racer, also blue, that had caught his eye and intended for display in a gallery he's opening in Dallas.

The shop's display area is currently occupied by vintage Harley-Davidson racers including the bronze colored 1923 Chicago Racer, the 1200cc Big Twin found in Germany. Tucked in another corner is a restored 1905 Harley-Davidson 3 1/4 hp single, one of five known to exist. And secured from the ceiling via stout hardware of Serge's design is a "patina original"

1955 Harley KR racer. Also all original, as raced, is the No. 48 1948 WR flat tracker. A 1909 H-D "Silent Gray Fellow" stands nearby awaiting a full restoration. There's also an original paint yellow 1954 1000cc KH that stands ready to roll alongside the black and white custom 1955 KHR Serge wrenched together as a personal ride.

Serge has gathered a wide spectrum of Harleys including an 1958 Harley Servi-Car that once saw service in Paris as well as a top flight menu of other historic American, British, Italian and French machines that he's restored including an awesome 1914 Henderson

Four Cylinder Board Track Racer and a 1917 Indian Daytona racer. In addition to his own restorations, he also offers consignments of rare machines brought to his shop.

Looking toward the near future, Serge would like to see his garage/gallery become a Los Angeles motorcycle focal point enjoyed by visitors and clients from around the globe. —Paul Garson

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Serge would like to see his garage/gallery become a Los Angeles motorcycle focal point enjoyed by visitors and clients from around the globe.



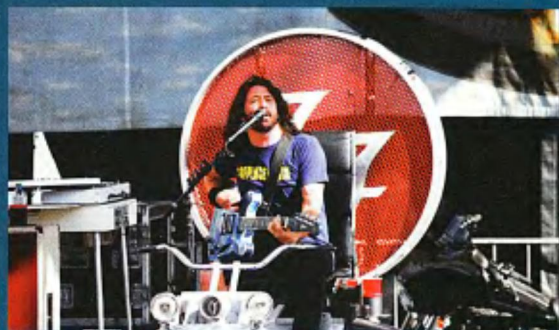


THE LAST LOVE RIDE



AN ERA HAS COME TO ITS END. AFTER 32 YEARS (ALMOST) IN A ROW, GLENDALE HARLEY-DAVIDSON AND ITS OWNER, OLIVER SHOKOUH, HAVE PULLED THE PLUG ON THE SOUTHERN CALIFORNIA PHENOMENON KNOWN AS THE LOVE RIDE. THIS WAS IT; THE LAST AND FINAL BIKER CHARITY EVENT THAT HAS COME TO DEFINE ALL OTHER CHARITY RIDES. IT WAS TO BE THE LOVE RIDE TO BEAT ALL LOVE RIDES, AND RECORD CROWDS WERE EXPECTED FOR THIS ULTIMATE FINALE.







A special Pre-Love-Ride Event was held on Friday night, October 16, at Glendale H-D, with the dealership's own Ernie Snair and The Loveless getting things rocking, followed by the Fryed Brothers.

Come Sunday, the early morning crowd at Ground Zero (the dealership) endured a steady drizzle of rain. Getting into the VIP section reserved for celebrities and those who most adore them was surprisingly easy this year. Jay Leno took on his usual role as grand marshal, and actor Robert Patrick made an appearance, along with Peter Fonda who had eschewed his easy-ridin' two-wheeler for an expensive looking Morgan—at least it was Harley-Davidson powered. Along for the ride were Willie G. Davidson and his wife, Nancy, as well as Bill and Karen Davidson, Lorenzo

Lamas, and Emilio Rivera and Mark Boone Junior from *Sons of Anarchy*—who knew Boone could actually ride?

At 8:40 a.m. Sarah Spiegel sang the national anthem, and 20 minutes later Jay and his entourage headed out into the rain on the more or less 50-mile ride to Lake Castaic where eager vendors, food trucks, beer booths, and, most importantly, the big stage where Social Distortion and the Foo Fighters were scheduled to play, awaited the damp riders.

The crowd at the lake was made up of more than just motorcycle riders, though. The vast majority had arrived by car and were there for the bands only. So imagine the clusterf**k in the lake's parking lot. It took about half an hour just to get a couple of yards from the main drag to the main entrance—and that was for the bikes.

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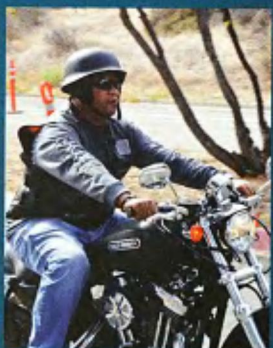
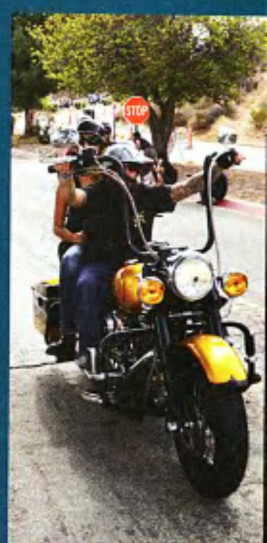
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But at least the sun was out at the lake, so it soon got broiling hot. Of course that meant never-ending beer and water lines, or just enormous lines for everything, including the toilets. In fact, by 2 in the afternoon, beer, food, and water vendors seemed to have run out. But that didn't matter. The show must go on, right?

And it did, starting with the Victor McLaglen Motor Corps doing some amazing stunt riding to the left of the main stage where shortly afterwards Lorenzo Lamas sang the national anthem. Robert Patrick then introduced some people from the Wounded Warrior Project and those SOA guys, Emilio and Boone. Robert Patrick poignantly concluded his little introduction by telling the audience, "Let's hear it for the guys from *Sons of Anarchy*, folks. They're keeping it real!" That's Hollywood for you, I guess.

On a slightly more realistic level, more than a million bucks in charitable funds

was raised to help veterans in need through the Wounded Warrior Project. And that's really what this event is about and always has been: to help those who need it most.

So if you look at it from that end, having Social Distortion warming up the crowd with some of its hits and following that up with the Foo Fighters as the grand finale might well have been worth putting up with the insane crowd and the crazy traffic.

The festival's founder, Oliver Shokouh, had some parting words for the crowd. "I'm eternally grateful for the outpouring of support that so many gave this year as we ride off into the sunset with over \$1,000,000 raised for Wounded Warrior Project and a total legacy of over \$25,000,000 for charities to date," he said. "Lives are changed because of your attendance and participation over these years and I thank you from the bottom of my heart." —Tripper

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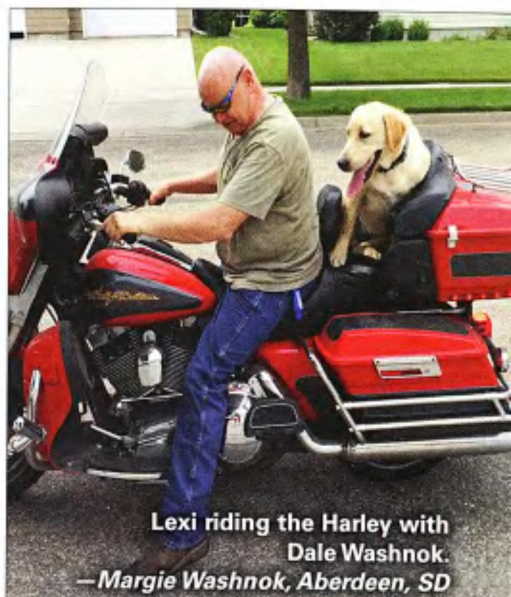
Hey, do you have a pooch that loves to putt? Maybe a dog that loves your Hog? A parrot that says, "Potato, potato, potato..."? How about a cat that cuddles up to your Kawasaki? (Maybe forget that last one). Well, we have a contest for you. Just email us a photo or video of your cute critter and, if our editors pick your pet, we will show it off right here in *Easyriders* (both print and digital).

Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!



P-Plush is leathered-up and ready to ride.

—Bill and Debbie Kalbough,
Metamora, MI



Lexi riding the Harley with Dale Washnok.

—Margie Washnok, Aberdeen, SD

Wiener dog Pumpkin is waiting for her daddy to get home to ride.

—Lisa Lawless, Horizon City, TX





Daisy displays some trike-pulling puppy power.
— Chuck Hughes, Franklin, NJ

David Mann Tapestry!!!

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Easyriders artist David Mann captured the biker lifestyle like no other. He was truly the Norman Rockwell of the two-wheeled world. He had the feel of the road and the knowledge of custom motorcycles to accurately portray the real lifestyle! This "In Memory Of" piece depicts the loss of a loved one, through the missing rider of the rear shadow on the mountain. No doubt a wife, girlfriend or close acquaintance - it reminds us, here at the magazine, of some really stand up female staff that are no longer with us.

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This Month's Winner

In this month's issue, meet sweet Karin from Mooresville, North Carolina, just over the hill from Mayberry where it's always moonshine and tattoo night at Floyd's House of Pain. Slither over to her feature and see her lay some Thelma-Lou whoop-ass on Tim Firstenberger's super-duper Sporty.

—Captain Moosecock



#0401 Ashley-CA

"I've been riding motorcycles since I was a kid, so I don't remember my first ride, but I love riding. I love adrenaline and going fast!"



#0402 Kania-NV

"My first ride on a Harley the wind swished over me and through my hair and ears. The vibration and power made me feel free and wild!"



#0403 Sarah-UT

"My first ride was with my dad to a huge funeral. I was eight and it was so awesome! I'll never forget that feeling. I love to ride!"

Hey ladies, now you can win \$500 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to **www.easyriders.com** and clicking on Fox Hunt.

Easyriders magazine is looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets \$200 for sending in the photo and the winner gets \$500 for modeling at our studio or choice of location.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. No Polaroids or scanned photos!
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300 DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to:

Easyriders Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.



Here's next month's Fox Hunt winner as selected by you lascivious librarians. Meet sweet-smelling Chanel from the literary town of Dewey, Arizona, ancestral home of the decimal system. Come back and see her next month or you shall find yourself filed in drawer 13, right between dipshit and douchebag.

FOX HUNT
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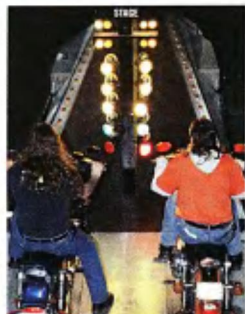
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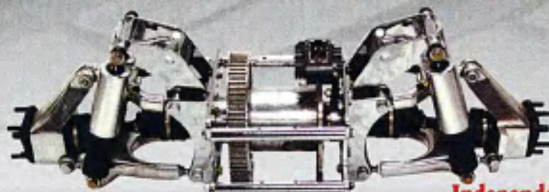
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IN THE WIND



This bro developed a strange money-draining, parasitic growth on his back during Biketoberfest 2015.

— Big Dog, Port Orange, Fla.



One-man Blue Man Group act stretches out while riding on Roar to the Shore 2015.

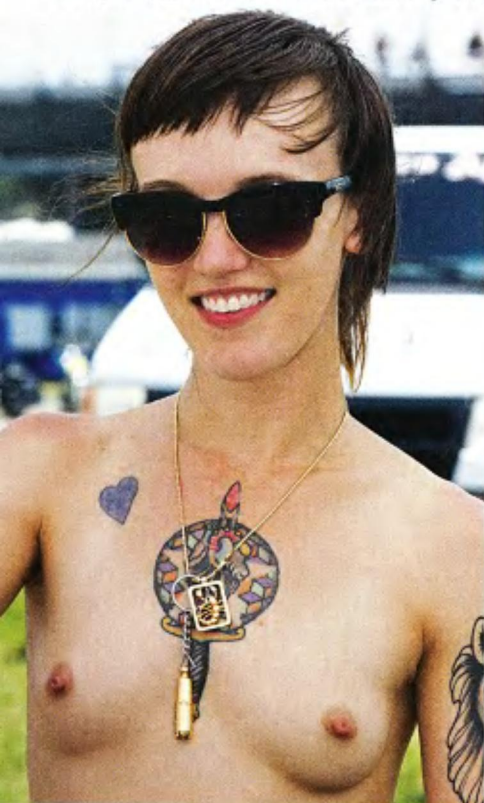
—Lou Camerota, New Castle, Del.



Spectators and riders alike showed class all along the Rolling Thunder 28 ride route through Washington, D.C. —Jay Hirsch, Brooklyn, N.Y.



Plenty of good tread left at the Lost Highway Motorcycle Show & Concert. — Terry Bert, San Miguel Indian Casino, San Bernardino, Calif.



Tasty fruit. —Paul Shermer, Greensboro, N.C.



Everybody's going green these days.

— Les Holt, La Porte, Texas.



A happy Harley-riding couple pause to hail Satan.

—Les Holt, La Porte, Texas.



Peekaboo. —Mark Sherman, Madera, Calif.



She wanted something long, pink and throbbing.

—Fred Stoll, Daytona Beach Bike Week.

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Comparing moisture content during Biketoberfest.

— Paul Shermer, Greensboro, N.C.



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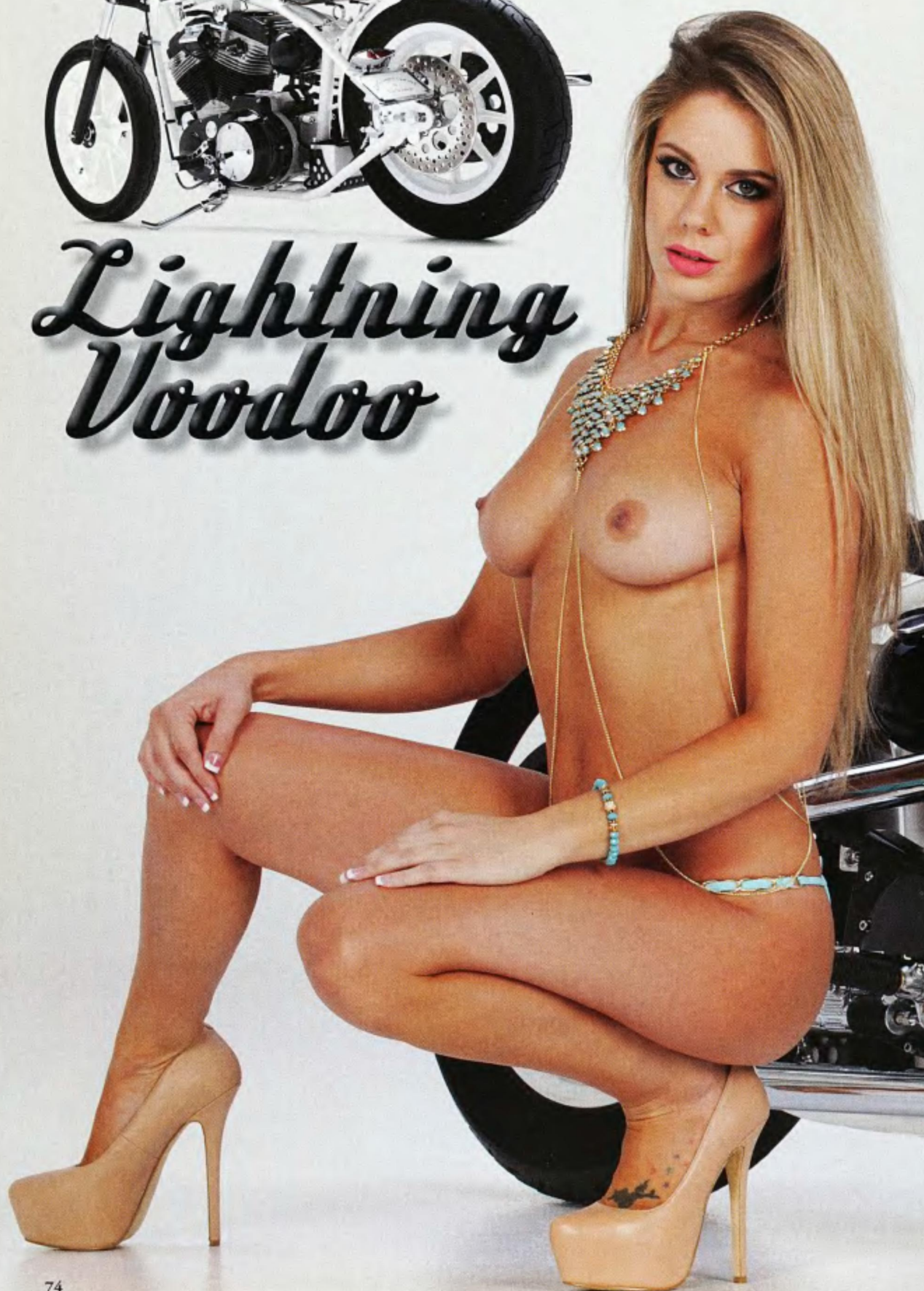
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Lightning Voodoo



The paintwork should add to the bike and not cover it up.

Tim Firstenberger was raised on the Ohio flat track circuit and remembers his mom signing riders up at dirt tracks for AMA events all over the dairy belt. Twelve years ago Tim gave up his old habits for a far better alternative. Today, Tim builds two or three show-winning bikes each year. He tells aspiring builders to be patient and develop an appreciation for the philosophy that less is better. Tim elaborates, "I'm a nuts and bolts guy." He is a one-man show, preferring to build his style of bikes in his own garage, on his own time frame. This is one of the smoothest running, best handling Sportsters Tim has built yet.



Owner: Tim Firstenberger

City: Sarasota, Florida

GENERAL

Fabrication: Tim Firstenberger

Year and make: 1994 Harley-Davidson

Model: Sportster

Assembly: Tim Firstenberger

Time: 3 1/2 months

Powdercoating: Fusion

Powdercoating, Todd and Junior

ENGINE

Year and make: 1994 Harley-Davidson

Rebuilder: Tim Firstenberger

Ignition: points, Andrews coil

Displacement: 74 cubic inches

Lower end: Harley-Davidson

Balancing: Harley-Davidson

Pistons: Harley-Davidson

Heads: Harley-Davidson

Cam: Andrews

Lifters: Harley-Davidson

Carburetor: S&S Super "E"

Air Cleaner: old school

Pipes: Paughco 46-inch shotguns

TRANSMISSION

Year and make: 1994 Harley-Davidson

PAINT

Paint: P-mans Classic Cycle Paint

Type/color: custom mix/white, black

Special Paint: P-mans Classic Cycle Paint

FRAME

Year and make: 2014 Paughco

Type: rigid

Rake: 34 degrees

Stretch: none

Shocks: none

Modifications: weld-on fender struts

ACCESSORIES

Bars: Biltwell

Handlebar controls: V-Twin

Fender: TC Brothers, Tim Firstenberger

Headlight: 4 1/2-inch

Taillight: side mount by V-Twin

Speedo: none

Pegs: Harley-Davidson

Electrics: Tim Firstenberger

Gas tank: Cole Foster

Oil tank: Curt Owens

Oil System: Harley-Davidson

Primary: Harley-Davidson

Seat: pan by Accufast, cover by Christie

Owens of Butt Skinz

Mirrors: V-Twin Mfg.

Grips: JP Cycles

FRONT END

Type: XLCH, shaved lowers

Extension: 2 inches under

Builder: Harley-Davidson

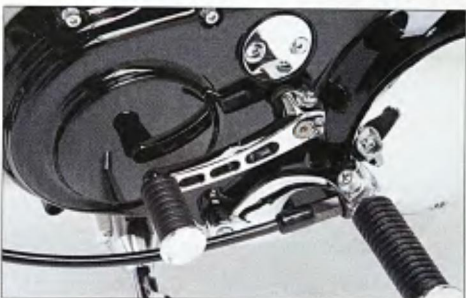
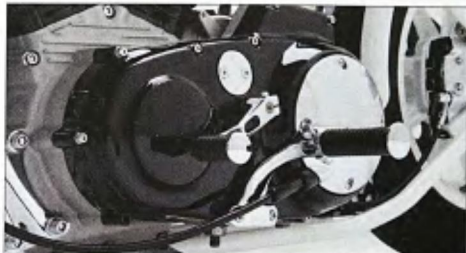
WHEELS

Hub: Harley-Davidson

Size: 19-inch front, 16-inch rear

Tires: Dunlop

Brakes: rear 11 1/2-inch GMA



They call this one "Lightning Voodoo" since only a twist of the wrist puts you under its spell faster than the blink of an evil eye. Tim uses almost every part from the donor bike on most of his projects. His favorite handmade part would be the fender struts he formed from 1/2-inch stainless steel rod. Tim had a lot of fun with this one-off battery box too, since it was the first time he made his own.

Tim believes, "The paintwork should add to the bike and not cover it up." He and his paint guru Richard "P-man" Paxton have worked together for a long time and Tim says P-man just keeps turning out better work every time.

After more than 45 years on two wheels, Tim still rides nearly every day. Highway 314A in Ocala, Florida, has a section that winds downward in a really fun S-curve and rises back up through a right hand sweeper. Tim says the way his Sportster pulls around those asphalt arcs creates a vortex like vacuum with enough suction to make your girl jealous. —Cheese Puddin'

This is one of the smoothest running, best handling Sportsters Tim has built yet.



Photos: Don Rogers
Model: Karin Noelle



This month you have selected the bouncy Miss. Karin Noelle as your Fox Hunt winner. You'll need to guard the chrome on your trailer hitch around this lass.



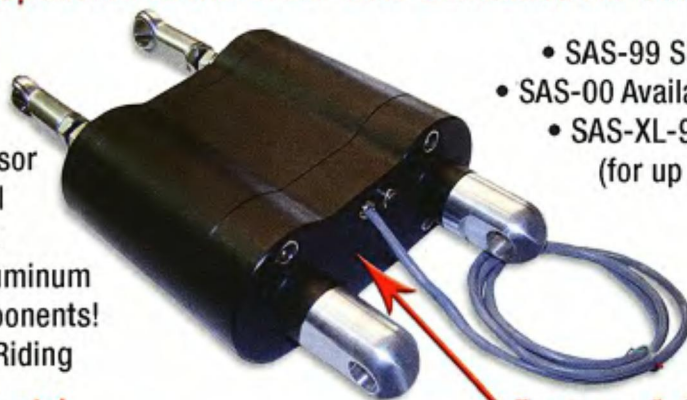
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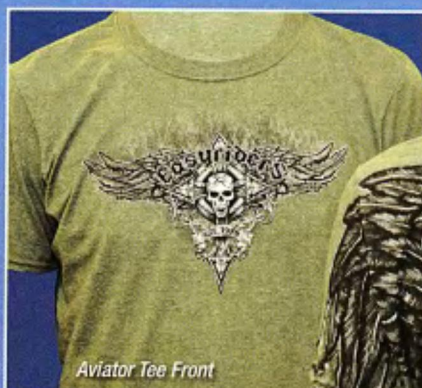
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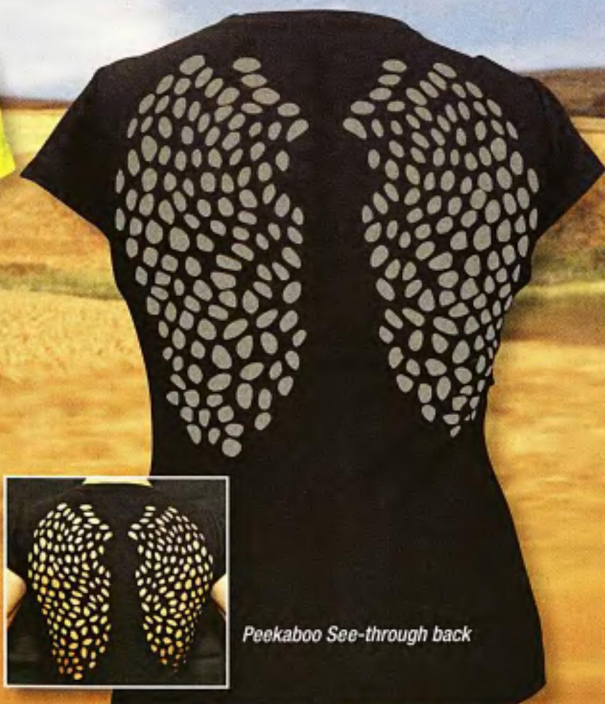
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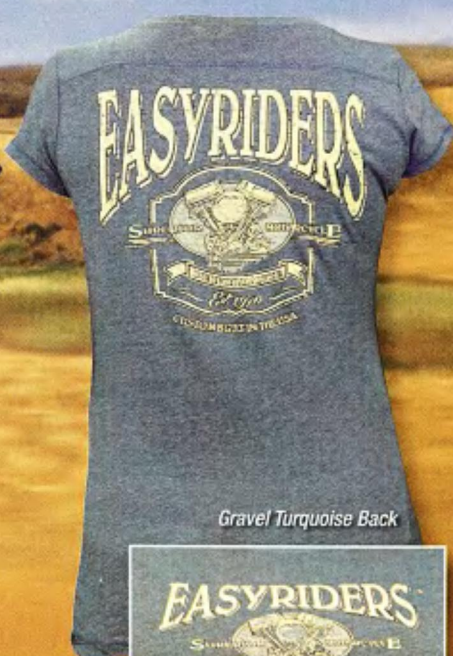
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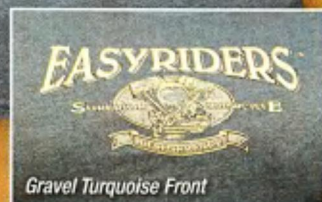
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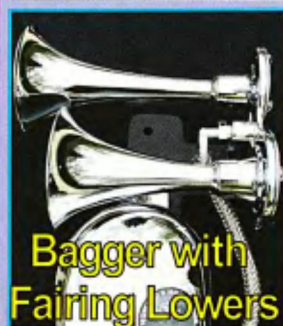
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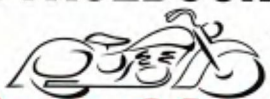
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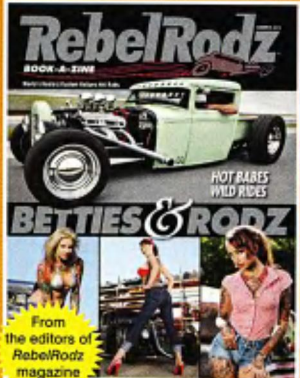
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Greg Wibben **Middleboro, Massachusetts** **2013 Wibco Cycles Shovelhead**

Usually you'll find bikes on these pages that our readers themselves have built or modified in some way, and most of the time, those bikes are garage builds. But when you have a guy like Greg Wibben who, in his own words, has been "a bike enthusiast most of my life and I've lost count of all the motorcycles I've owned over the years," chances are you get something really cool, especially if that same guy then also owns a company called Wibco Cycles.

But the story of the "Wibster's" creation is also a pretty sad one because it involves the deaths of Greg's two brothers, Jay and Bruce. As Greg puts it, "For years I had mentioned to my brothers that someday I was going to build my own custom bike. The problem was that my funds were always limited."

"In August of 2011, I lost my brother Jay at age 56 due to complications after open-heart surgery," Greg says. "Then, in October 2013, I lost my brother Bruce at age 55 due to his second battle with cancer."

Both men were car and bike enthusiasts, and during Greg's last

visit with Bruce, the latter told him life was way too short and that he would fund the build for Greg. "That was the last time I saw Bruce alive," Greg adds.

So he started the build in December 2013 in memory of both brothers and ultimately painted "In Loving Memory, Bruce Archambault 5/12/58 - 10/8/13" on the right side of the bikes oil tank and "In Loving Memory, Jay Wibben 10/26/54 - 8/8/11" on the left side. "I can envision both brothers now with big shit-eating grins on their faces," he sums it all up, "and both of them giving me a thumbs up."

—GW/Tripper



Photos: Owner

Comin' At Ya



The May issue of *Easyriders* (No. 515) takes you to the exciting Long Beach Bike Show to see all the latest custom trends! Then ride with us to the amazing and miraculous Lone Star Rally!

Custom bike features include Rick Bray's amazing shovelhead, Corina Mora's radical rigid, Rick Nolan's custom Bobber, Jeff Hill's last year panhead, and Roy Goss' astounding flathead.

All this plus another killer David Mann painting, some righteous biker fiction, a passel of puttin' pets, and more naked ladies than an evening at Flapjack Sally's! It's all in the May issue of *Easyriders*!

On sale March 22



"Ob thank God, here you are! I've been looking for you in all the bars!"



The May issue of *V-Twin* (No. 180) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON*—extra tech guides, and of course, no nudity.

On sale March 22

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